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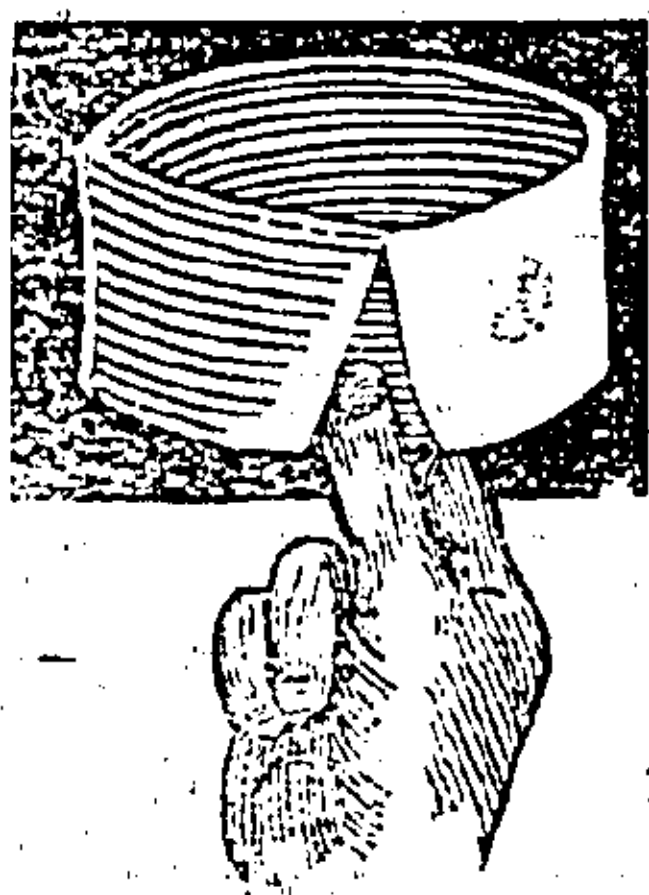


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SCOTTISH LETTER.

WHEN WINTER COMES.

A WHITE YULETIDE.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, December 30th.

There used to be a suspicion in many
minds that a white Christmas was merely
a picturesque legend for which Charles
Dickens was largely responsible. But a
winter like that which we are at present
experiencing will dispel any doubts in the
minds of the younger generation. In
Scotland, at any rate, we experienced
rather than enjoyed a Yuletide which
must rival in the matter of frost and
snow the most cherished memories of our
oldest inhabitant. Highways were block-
ed for over a week, villages were cut off
from the outside world, the mails were
held up, sleighs became a common sight,
and there was a heavy death-rate among
the flocks in the Highlands and the
Cheviots. In the larger towns and the
cities matters were, of course, not so
serious, and although a good deal of in-
convenience was suffered, we all at least
acknowledged the charm of the "season-
able" weather, and discovered an
emotional if not a physical pleasure in
the snow and icebound roads and streets.

In the North the observance of the
great religious festival has become much
more general. But we have not got over
the feeling that Christmas Day is merely
an extra Sunday with plum-pudding. It
is to be feared that the religious side—
the going to church—has not yet become
deeply rooted and that while we gladly
accept a new statutory holiday and hang
up the essential holly, we postpone the
much-talked-of merriment of Christmas
till New Year's Day. It is amusing to
read in a London newspaper that Christ-
mas "which old Scots people regarded
as a sort of Pagan Roman holiday is now
observed in every rank of life in the
North." To be exact, the writer ought
to tell his fellow countrymen that in Scot-
land Christmas observances do not yet
include the closing of public-houses,
shops, theatres, and music-halls, nor does
he mention the curious fact that on 1st
January, still the great Scottish festival,
all places of refreshment remain closed
by order of the local authorities, elected
by the people themselves. The truth is
that to the average Scot Christmas is
merely a tame preliminary, and in his
heart he cries "And now for Hogmanay."

EARTHQUAKE IN SCOTLAND.

When Britain first at Heaven's com-
mand arose from out the azure main
she was entrusted according to "Jamie"
Thomson, with a commission to rule the
waves. At a later period in her geo-
logical history she received another privi-
lege which was perhaps of even greater
value—namely, exemption from the more
serious forms of those land waves which
in many other countries have destroyed
whole cities and constitute a perpetual
menace to life and property. From one
of the minor forms of earthquake Britain
is not, however, wholly exempt—instant
lity of strata; and Scotland, especially is
subject to this form of disturbance. A
shock, for instance, was experienced last
week at points so remote as Oban and
Bothwell, a reminder of the potential
dangers that lie in the shelter belt or
fault utilised by the Caledonian Canal,
the great gien that runs from the Moray
Firth in the North-East to the Firth of
Lorne in the West of Scotland. In the
island of Mull it is stated to have resem-
bled the firing of a big gun, and alarming
tremors were felt in other places. There
are three main faults of strata in Scot-
land, the most familiar being that of
Comrie, and the inhabitants of that town
are proud of their reputation for shocks.
Britain, however, has never experienced
much more than the struggles of baby
earthquakes. This is a piece of good
fortune for Britain's economic position
would be seriously affected if it became
subject to serious seismic shocks.
Whether the national character would be
affected is an interesting speculation. It
is conceivable that, had the seismic his-
tory of North Britain resembled that of
Sicily or Japan, the Scots should not have
concentrated quite so comfortably on
matters like Church government, Sabbath
observance, and public-house hours. But
of what they should have been no idea
can be gathered from the extremely
varied characteristics of the Japanese,
the Calabrians, the Icelanders, and the
Chileans. It is to be hoped that the ques-
tion will never be brought to the proof
by the addition of serious earthquakes to
the incidents of Scottish life.

"Velvet coat"—L.L.S.
It was in November, 1876, that I first
noticed a tall, gaunt, yellow-visaged
youth slouching up the side steps to the
farthest back-bench in that classroom in
Edinburgh University, wherein the Rev.
Philip Kelland taught mathematics
(writes Mr. James King Hewison in the
course of some recollections of Robert
Louis Stevenson contributed to the
Scottishman). A black velvet-coat added a

unique appearance to a form like no
other in the class, and gave an artistic
finish to the bust supporting an arresting
figure-head. The back-bench, which he
frequented intermittently, was the re-
deemous of students who had but a com-
pulsory interest in the subject taught,
the writer being one, and who were alive
for any diversions which were permis-
sible. Note-taking was a subsidiary
occupation, while the absorption in light
reading was undetected.

On one occasion "Velvet Coat," for
such was his name among his intimates,
brought to the class a beautiful tame rat
with a brown and white pelt. He per-
mitted it to run along the desk. A tricky
student pinched its tail, thus making the
pet to squeal loudly, and then run back
to disappear up the velvet sleeve, and
nestle in Stevenson's breast. The class
was highly amused. Soon the nimble
Professor ran up to the back-bench to
inquire who was the culprit making the
noises. With his delightful lisp Profes-
sor Kelland asked each student in turn,
"Did you make that noise, sir?" and
every one, including "Velvet Coat," re-
plied, "No, sir." Discomfited, the Pro-
fessor retired, exclaiming, "That it very
strange." The rat was never seen nor
heard again in such hallowed society.

YOUNG TOM MORRIS.

On Christmas Day, 1873, Young Tom
Morris, one of the most famous of our
golfers, died at St. Andrews at the early
age of 21. He was by general consent
the greatest player of his generation. At
the age of 16 he finished fourth in the
Open Championship. He won the next
three Championships, and became the
possessor outright of the Champion Belt.
He won the Open Championship again
when it was resumed after an interval
of two years. His record of St. Andrews,
77, stood the assaults of exactly 16 years,
and it took the members of the Royal and
Ancient Club more than 30 years before
one of them—Robert Maxwell in 1903—
could better Young Tom's 77 in a medal
competition. What he would have done
with the modern implements of the game
we can only conjecture. He is described
by Dean of Guild Lindsay as a very good-
looking youth. The modern young lady
would have pursued him with her auto-
graph book. He had curly hair and a
sunny nature, and altogether an attrac-
tive, even a magnetic, personality. His
sweeping swing was magnificent, and he
hit the ball with every bit of power at
his command. With extraordinarily
powerful wrists he was yet deadly accu-
rate. In those far-off days the greens at
St. Andrews were smaller and very much
rougher, but to see Young Tom play his
wooden putter was a revelation. Away
went the ball, firmly and truly struck,
and straight as an arrow. Then came the
familiar "dock," and the ball was
at the bottom of the hole.

THE TRANSFER PROBLEM IN SOCCER.

Two more Scottish International Soc-
cer players were transferred last week to
English clubs. With the possible excep-
tion of Gallacher, last year's Scottish
centre forward, now with Newcastle
United, however, none of the other In-
ternational players who have migrated
South was of exceptional class, and un-
less there is a further and more serious
drain upon our Scottish clubs home re-
sources should be quite capable of filling
the vacant positions when the time comes.
As usual, there is only rumour as to the
sums passed in the most recent transfers,
but undoubtedly big fees were paid. As
there is no restriction upon the amount
that may be given for a player there is
no room for criticism, but allegations as
to the bribes accepted by players to in-
duce them to sign are persistent, and if
there is a modicum of truth in the cir-
cumstantial stories circulated, the clubs
and players are violating the law which
expressly defines the player's position in
the monetary transaction.

THE NIMBLE THIRPENNY.

The Scotsman's liking for the three-
penny-bit is referred to by the Com-
ptroller of the Royal Mint, Mr. R. A. John-
son, in his report for 1924. The position
as regards the three-penny-piece is a pecu-
liar one, he says. It is in demand in
certain parts of the country, especially
north of the Tweed. It is unpopular in
England, and particularly in London.
But, apparently the Scotsman, when visit-
ing London, provides himself with a large
supply of this nimble little piece, since
stocks of it are constantly accumulating
in the London banks. Arrangements have
been made to counter-balance this pro-
cess by passing the demands from Scot-
land on to the London banks. It almost
seems as if the thrippenny is to rival the
saxpence in the Cockney stories about the
careful Scot.

MARRIAGE.

At 23, Victoria Place, Stirling, on 29th
December, by the Rev. Edward Rowland
Jones, B.D., St. Ninians Parish, Henry
Robert (Hongkong Civil Service), only
son of Mr. and Mrs. Robert H. Butters,
Tiddrie, Glasgow, to Jean Whylaw
Jeffray, older daughter of Mr. and Mrs.
Walter Bain, Bellfield Road, Stirling.

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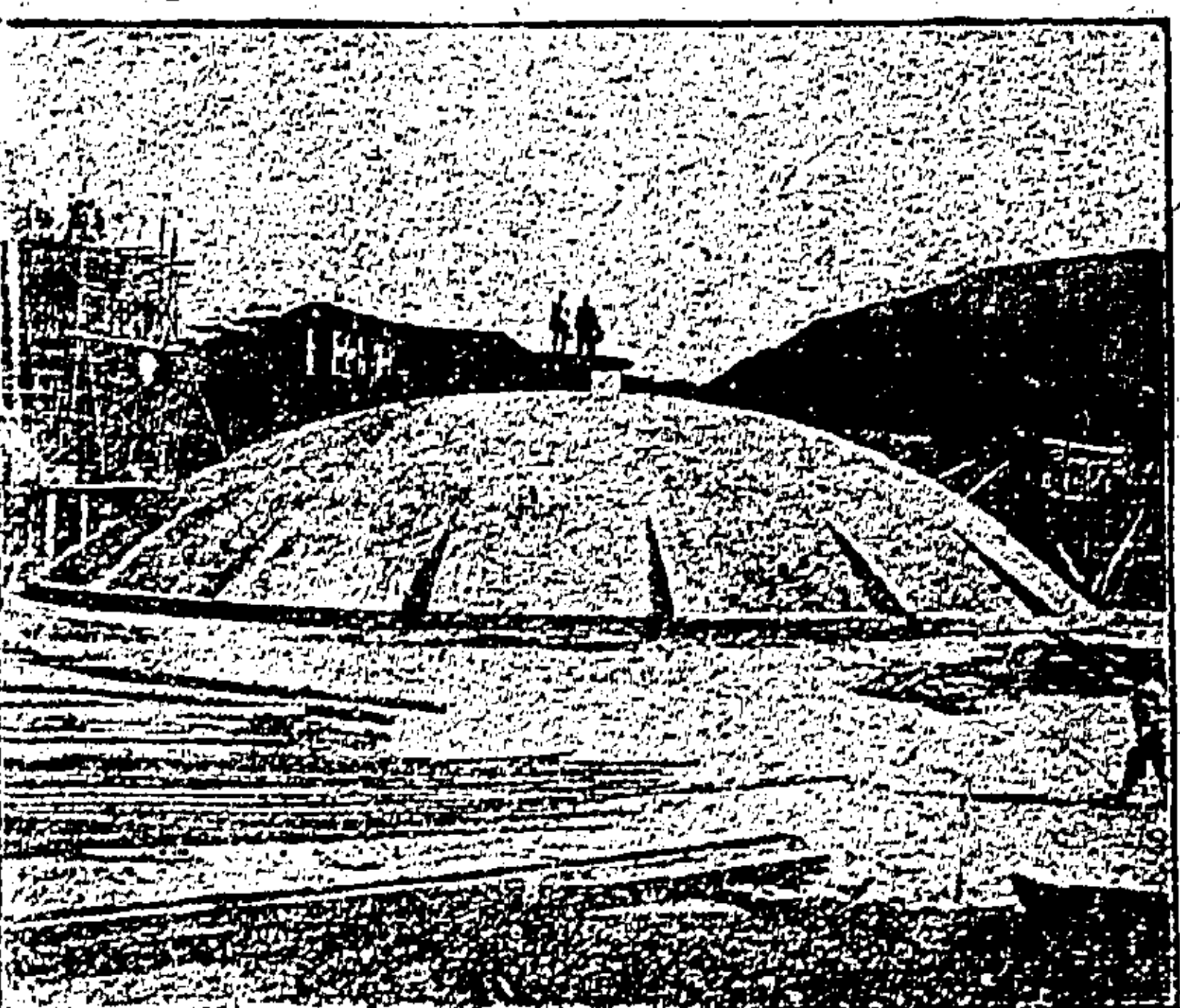
	Prix		Prix
SMOKED SALMON in Oil (LAX)	\$2.75	ITALIAN ANTIPIASTO	\$4.35
BLACK RUSSIAN CAVIAR, 2 1/2 oz.	1.30	TUNNY FISH EXTRA, Large Tin	80
" " " " " "	2.50	" " " " " " Small Tin	40
ROLMOFS	.50	SAUSSION de LYON OLIDA per lb.	1.80
HERRINGS in White Wine Mark Buckle	.50	BLACK OLIVES	.70
HERRINGS EXTRA (J. TROLEY)	.60		

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TREATY-MAKING IN PEKING.
CONFERENCE FROM WITHIN.

THE WISE PARROT AND ABOLITION OF LITIN.

(FROM A CORRESPONDENT IN PEKING TO "THE TIMES.")

What will have happened to the Tariff Conference by the time this is published, what stage it will have reached, or whether it will have come to an abrupt end, no man can foresee. At the moment of writing, Peking is full of unverifiable reports of a disturbing kind. Some even go so far as to say that Feng Yu Hsiang is about to establish a Soviet Government, and that the crumbling status of foreigners will collapse and disappear. Making a new treaty in such circumstances is difficult. However, in Conference circles we practice the virtues of faith, hope and charity; let me describe the process of treaty-making from within.

The room in which the Conference meets used to be Yuan Shih Kai's study, and one can well imagine how in such a room a man working alone might lose his sense of proportion. For, besides being gigantic, it has so many windows and stands in so fair a scene that the mind's eye is easily inveigled into dreams. Below stretches a splendid sheet of water blue as the sky, spanned in the clear distance by a marble bridge. Midway, a fairy-like peninsula runs out into the lake and to the left, like golden canopies catching every sparkle of light, are the yellow-tiled roofs of the Palace where successive Ming and Manchu emperors lived magnificently.

THE CHINESE SPOKESMEN.

No wonder that in such an environment "sovereign rights" and "tariff autonomy" ring musically, or, on the other hand, that a complete reform of the country's inland taxation appears well within the scope of a three-year programme, Dr. W. W. Yen and Mr. C. T. Wang make persuasive spokesmen, and as they stand there in fashionably cut morning coats, the former suave, tactful and benign with large tortoiseshell spectacles, the latter alert, incisive and a little staccato, contrasting his staccato with staccato of his cigar, one cannot but admire their master of their rôle, or the effective assumption of the bluff, simple-sailor manner, by Admiral Ting Kan, who comes into the discussion, as he has more than once said, with no command of words but with the decks cleared for action.

We have, of course, our practised spokesmen, too, and the ready wit of Mr. Silas B. Strawn, one of the American delegates, has frequently put the laugh on our side, as for instance, when he capped a parable of Admiral Tsai's. The Admiral had good-naturedly warned the Conference not to resemble an ancient Mississippi steamboat, the seasawing of whose overhead crank or "walking" beam seriously diminished her way. "Agreed," said Mr. Strawn, "but I travelled once on a Mississippi steamboat whose siren blew off so much steam at starting that she had none wherewith to make any way."

The technical advisers and secretaries sit behind the Delegates, appreciative, but no more than decorously amused, with files, portfolios, and all the equipment necessary to economic argument. The Delegations are arranged alphabetically and arrive in handsome cars generously placed at their disposal—the Customs pay. Each car bears its number on a blue plate, at sight of which the double rows of police along the route and the guards at the vermilion coloured gateway to the Nan-hai—or Southern Sea, as the lake is called—give faultless salutes. Meetings of the Conference begin at 10 and last till noon or a little later, when, with handshakes and bows, each Delegation files down a glass-covered passageway decorated with rows of fine chrysanthemums and highly coloured paper lanterns to a spacious hall, in the centre of which stands a throne-like blackwood chair, backed by an enormous screen, also a blackwood and inlaid with mother o' pearl, and flanked by tall punkabs or fans of peacock feathers.

THE PROSIC SIDE.

The business of treaty-making is not all, of course, as scenic as this. It has its humdrum aspects to be seen in work-a-day offices, where desks and files, typewriters, telephones, trade returns, and amortization tables are the objects that hold the eye. Prosic facts rule here, harder facts than foreigners have ever been called upon to face in China, and the atmosphere is decidedly depressed. To the onlooker this depression seems all the more pathetic by reason of the mistrust which helps to generate it. To use a simile heard more than once in Conference circles, each Delegation appears to be afraid of having to "carry the baby," which, as the British have experienced, can be very ill-tempered and noisy and cry very loudly for boycott. So, at the first facial threats, there is apt to be a hurried exit from the nursery, whereas, if the Big Three, say, made up their minds to deal with such tantrums firmly, to close the nursery door and to stand with arms akimbo, Young China would probably be less obstreperous.

Down in the drawing and dining rooms, however, all is harmonious, polished and lavishly hospitable. What lunches! Sharks fins and birds' nests and succulent Peking ducks and delicacies innumerable! A story of an incident which preceded one of these lunches has just begun to go the round of Peking. It is at least typographically accurate, for it mentions a billiards room, the table of which has been replaced by a businesslike Committee table, a passage-way and a remarkably wise-looking parrot in a commodious cage. The story has it that, at the end of a long morning, when hunger gave a sharpish edge of disappointment at the rejection of a much discussed formula, there came a squawk of unconstrained mirth, a chuckle, and then, high pitched, the words "abolition of Litin!"

(Continued at foot of next column.)

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

FEBRUARY 1st, 1926.	
Hongkong Bank	\$1,085 nom.
Do. London	2127 nom.
Chartered Bank	221 1/2 nom.
Mercantile Bank, A. & R.	229 1/2 nom.
Do.	213 1/2 nom.
P. & O. Bank	237 nom.
East Asia Bank	85 nom.
Canton Insurance	\$80 buy.
China Underwriters	\$81 nom.
North China Insurance	Tls. 143 nom.
Union Insurance	\$248 buy, 250 sel.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$165 buy.
Hongkong Fire Insurance	\$390 sel.
Do.	\$30 sel.
H.K. & M. Steamboats	\$24 sel.
Hongkong Tugs	Tls. 3 nom.
Indo-China (Prod.)	\$85 nom.
Shell Transport	\$5/- nom.
Star Lines	\$52 sel.
Waterboats	\$18 buy.
Oriental Navigations	\$250 nom.
China Sugars	\$27 sel.
Malayan Sugars	\$48 nom.
Benguet	\$11 nom.
Kailan Mining Ad.	\$4/- nom.
Langkate (combined)	Tls. 29 sel.
Do. (single)	Tls. 17 nom.
Shanghai Explorations	Tls. 5.45 nom.
Shanghai Loans	Tls. 3 nom.
Do.	\$5.80 sel.
Tronoh Mines	\$5/- nom.
Ural Caspian	\$3/- nom.
H.K. & K. Wharfs	\$120 sel.
H.K. & W. Docks	\$55/- nom.
Hongkong	Tls. 167 1/2 buy.
New Engineering	Tls. 7 buy.
Shanghai Docks	Tls. 110 sel.
Indos Def.	\$50 sel.
H.K. & S. Hotels	\$77 nom.
Hongkong Land	\$50 buy, 48 sel.
Hongkong Realty (C.P.)	\$6 buy.
H.K. Territorials (C.P.)	\$131 nom.
Humphreys Estates	\$120 sel.
Prince's Buildings	\$7 sel.
Rural Lands	Tls. 9 buy, 9 1/2 sel.
Ewo Cottons	Tls. 3 nom.
Oriental	Tls. 55 sel.
Shanghai Cottons (old)	Tls. 27 sel.
Do. (new)	\$11 buy.
Amusements	\$74 nom.
Cements (combined)	\$15/- nom.
Do. (old)	\$12 1/2 nom.
Do. (new)	\$11 sel.
China Buses	Tls. 10 1/2 buy.
China Lights (combined)	\$15 sel.
Do. (old)	\$11 sel.
Do. (new)	\$8 sel.
China Providents	\$3 sel.
Constructions	\$3 buy.
Dairy Farms	\$17 sel.
Do. Wing (L.P.)	\$10 nom.
Hongkong Electric	\$51 nom.
Macao Electric	\$40 nom.
H.K. Developments	\$39 cts nom.
H.K. Bopes (combined)	\$40 sel.
Do. (old)	\$134 nom.
Do. (new)	\$81 nom.
Hongkong Tramways	\$21 nom.
Lane Crawfords	\$12 1/2 sel.
Mackintoshes	\$21 nom.
Peak Trams (old)	\$17 buy.
Do. (new) (C.P.)	\$8 nom.
Sinners	\$11 sel.
Canton Ice	\$20 nom.
United Asbestos	\$124 buy.
Watsons (old)	\$124 buy.
Do. (new)	\$124 buy.
Wm. Powells	\$11 sel.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, January 31st.	
To-day's exchange rates are as follows:	
Paris	128.1
New York	4.86 1/2
Brussels	109.88
Geneva	25.22
Amsterdam	12.12 1/2
Milan	120.65
Berlin	20.42
Stockholm	18.16
Copenhagen	19.67
Oslo	23.9
Vienna	34.53
Prague	184
Helsingfors	183
Madrid	34.41
Lisbon	23
Rio	7.5-16
Buenos Aires	46 1/2
Bombay	1/6.11-64
Shanghai	3/01
Hongkong	2/4 1/2
Kobe	1/10 1/2
Silver (Spot)	30.15-16

DIVIDEND ANNOUNCEMENT.
HONGKONG & KOWLOON WHARF
& GODOWN CO., LTD.

Subject to audit, the Hongkong & Kowloon Wharf & Godown Co., Ltd., report that the balance at Profit and Loss Account for the year ended 31st December, 1925, is \$683,494.73, which together with \$335,693.83 brought forward from the previous year makes a total of \$1,019,188.56 available for appropriation. The Directors will, at the approaching meeting of Shareholders, recommend the following distribution:

To pay a dividend of 8% per share	\$480,000.00
To pay a bonus of 8% per share	160,000.00
To transfer to Repairs and Renewals A/c	50,000.00
To carry forward	311,188.56
	\$1,019,188.56

the end of a long morning, when hunger gave a sharpish edge of disappointment at the rejection of a much discussed formula, there came a squawk of unconstrained mirth, a chuckle, and then, high pitched, the words "abolition of Litin!"

TO-DAY AND TO-MORROW
At

2.30, 5.15, 7.15 and 9.15 p.m.

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CHINESE NEW YEAR'S EVE

FANCY DRESS BALL.

WILL BE HELD IN THE

ROOF GARDEN

ON

Friday, 12th February, 1926,
(CHINESE, FANCY OR EVENING DRESS OPTIONAL)

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LOCAL SPORT.

THE FANLING HUNT.

BRIGHT PROSPECTS FOR CHINA
NEW YEAR MEETING.

SATISFACTORY ENTRIES RECEIVED.

(BY ARGUS.)

His Excellency the Governor and Lady Clementi, accompanied by the Hon. Mr. E. R. Hallifax, found time on Sunday afternoon to inspect the new steeplechase course at Kwanti, near Fanling.

Both Sir Cecil and Lady Clementi expressed themselves as pleased that an opportunity had been given to encourage cross-country riding and it is quite on the cards that at future meetings will be found entries from Government House Stables.

Sir Cecil readily consented to become a patron of the Hunt and both he and Lady Clementi promised to attend the inauguration meeting during China-New Year holidays, Monday, February 15th. Entries for the meeting closed last night and are highly satisfactory under the circumstances.

The programme consists of the following five events:—

1. OPEN HEAVY WEIGHT STEEPLECHASE. Catch weights, 155 lbs. About 2 miles over the Steeplechase Course.

2. THE HUNT STEEPLECHASE. For Subscribers to the Fanling Hunt. For ponies that have been hunted at least three times. Catch weights, 160 lbs. About 2 miles over the Steeplechase Course.

3. THE CAUSEWAY BAY STEEPLECHASE. Open to members of the Polo Club on *bona fide* Polo ponies. Catch weights, 165 lbs. About 1½ miles.

4. VOLUNTEER HUNT CUP. Open to all members of the Hongkong Defence Corps on *bona fide* M.I. ponies. Catch weights, 165 lbs. About 1½ miles.

5. OPEN LIGHT-WEIGHT STEEPLECHASE. About 2½ miles over the Steeplechase Course. Catch weights, 160 lbs.

The course is at Kwanti, about 1½ miles along the Shataukok road from Fanling railway station.

Arrangements are being made by the Kowloon-Canton Railway Management to run a special train to Fanling, where, in all probability the Shataukok train will be in readiness to take passengers to the course. If this train is not available arrangements for transport will be by bus. After the races, a special train will leave Fanling for Kowloon, at a time to be announced later. Cash sweeps will be run on each race and facilities will doubtless be available for those who wish to back their fancy "over the sticks," though no totalisator or pari-mutuel will be provided at the first meeting.

The enthusiasm in high quarters and the generous support of owners have already won half the battle. All that remains is for the racing public to show, by attending the meeting on February 15th, that it appreciates the effort being made to encourage cross-country riding as a pastime and steeplechasing as a holiday attraction.

H.K.C.C. TENNIS TOURNAMENT.

INCREASED ENTRIES THIS YEAR.

Entries in the annual lawn tennis tournament, conducted under the auspices of the Hongkong Cricket Club, closed on Saturday and they show an increase of 28 on last year's total. This year 272 competitors have entered, as against 244 last year. Many well-known players are taking part.

Only in two sections is a decrease shown, these being the Mixed Doubles and the Singles "B."

OPEN SINGLES.

There are 60 entrants in the Open Championship Singles, against 53 last year, the following being some of the principal competitors:—Ho Ka Lau, Yeu Man Tsun, S. E. Green, M. K. and M. W. Lo, Major Hattersley-Smith, G. W. Sewell, F. A. Redmond, E. C. Fincher, T. Honda, H. Yoshida, Ng Sze Cheung, Ng Sze Kwong, Col. Russell Brown, R. E. Tottenham, H. D. Rumjahn, and S. A. Rumjahn.

Mr. T. Honda was the runner-up last year, being beaten by Capt. C. O'Callaghan, who has left the Colony for India. Honda was the holder of the title in 1924.

OPEN DOUBLES.

In the Men's Open Championship Doubles there are 42, against 40 last year. The entrants include Ho Ka Lau, Yeu Man Tsun, M. W. and M. K. Lo, E. C. and E. F. Fincher, R. E. Tottenham, G. D. Humphreys, T. Honda, H. Yoshida, Ng Sze Cheung, Ng Sze Kwong, H. D. and S. A. Rumjahn, J. M. Razack and C. M. Cansumby.

CLUB CHAMPIONSHIP.

In the Club Championship Singles, of which S. E. Green is the holder, there are 34 entrants against 30 last year. F. A. Redmond, Col. Russell Brown, and R. E. Tottenham are among the contestants.

OTHER ENTRIES.

Other entries are:—Singles Handicap "A," 35, as against 29 last year; Handicap Doubles, 47 couples as against 35 last year; Mixed Doubles, 27 last year and 21 this year; Singles "B," 28, as against 30 last year.

CRICKET.

A FRIENDLY MATCH ON UNIVERSITY GROUND.

A very interesting and close match was played on the University ground on Sunday, when a team of "Cosmopolitans," captained by Dr. Ponsonby Fane, defeated the "A" team of the University by 1 wicket in the last over of the game.

Scores:—

UNIVERSITY "A."	
E. Zimmermann, c Noronha, b Rumjahn	35
D. Laing, c and b Ng Sze Kwong	5
W. M. Gittins, c Vicaire, b Rumjahn	13
B. P. Ng, b Samy	14
J. L. Youngsaye, l.b.w., b Rumjahn	19
A. Hoalim, b Samy	14
V. Gittins, c Barma, b Rumjahn	17
S. O. Shahabudin, b Samy	19
C. H. Yee, c Ponsonby Fane, b Samy	0
C. E. Lee, b Rumjahn	5
W. A. Youngsaye, not out	4
Extras	10
Total	153

Bowling Analysis.

	O.	M.	R.	W.
Ng Sze Kwong	7	1	38	1
A. A. Rumjahn	15	3	74	5
D. K. Samy	9	1	33	4

COSMOPOLITANS.

Ng Sze Kwong, v Shahabudin	6
W. Hung, c and b Hoalim	4
J. Noronha, b Shahabudin	5
A. A. Rumjahn, c Shahabudin, b Hoalim	14
Dr. D. K. Samy, c B. P. Ng, b W. M. Gittins	19
V. F. R. Vicaire, not out	45
Dr. A. Ponsonby Fane, b Laing	10
I. Tajima, b Shahabudin	3
A. Suleiman, c Laing, b Shahabudin	0
Dr. V. Atienza, b Shahabudin	1
H. T. M. Barma, not out	4
Extras	45
Total	155

Bowling Analysis.

	O.	M.	R.	W.
S. O. Shahabudin	12	3	27	5
A. Hoalim	17	3	45	2
W. M. Gittins	4	0	19	0
J. L. Youngsaye	3	0	11	0
D. Laing	2	0	8	1

LEAGUE-DIVISION I.

NAVY DEFEAT THE R.A.

The Royal Navy played their last League match of the season yesterday afternoon, when they met the R.A. on the Kowloon Cricket Club's ground. The Navy won easily and are now virtually the winners of the First Division, although the R.C.C. by winning their two outstanding matches can secure the same number of points as the Navy, namely 21.

Scores:—

R.A.	
Capt. Bensley, b Stephenson	1
Gr. Maddocks, b Halsey	54
Lieut. Chester, c West, b Halsey	8
Major Hattersley-Smith, b Halsey	0
Capt. Parkes, c Holstrom	0
Bennett	4
Lieut. Smith, c Conway, b Nave	23
Lieut. Hall, b Nave	0
M/G. Rough, b Halsey	0
Sgt. Gifford, b Lake	6
Br. Rule, b Halsey	0
Gr. Clayton, not out	0
Extras	14
Total	113

Bowling Analysis.

	O.	M.	R.	W.
Stephenson	8	2	31	1
Halsey	14	6	31	5
Bennett	6	0	27	1
Nave	3	1	10	2
Lake	1	0	0	1

ROYAL NAVY.

Lieut. Halsey, c Smith, b Rough	13
Mid. Stephenson, c Parkes, b Rough	2
Lieut. Col. Armitage, st. Bensley	0
b Smith	61
Pay-Lieut. Hussey, c Rough, b Smith	43
Lieut. Holstrom, st. Bensley, b Gifford	21
Pay-Lieut. Nave, not out	35
Extras	1
Total (for 5 wickets)	175

Capt. Lake, Lieut. Balance, Capt. West, Lieut. Conway and Eng-Lieut. Bennett did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Rough	5	1	31	2
Gifford	6	4	33	1
Smith	12	0	53	2
Clayton	3	0	29	0
Rule	3	0	29	0

QUEEN'S THEATRE.

THE LIGHTHOUSE BY THE SEA.

The programme at the Queen's cinema drew large attendances over the weekend, and at some of the exhibitions on Sunday the notice "full house" would have been justified. A Christie comedy—extravagant and amusing—entitled "A Hula Honeymoon" provided the comic element, but the big picture and the chief attraction was "The Lighthouse by the Sea" in which a wonderfully trained dog might, perhaps, be described as the principal character. The story unfolded on the screen was full of exciting incidents. It rivetted the attention of those present from first to last and was thoroughly enjoyed.

To-day (Tuesday) the chief item will be "Siege" in which picture Virginia Valli takes the leading rôle.

YACHTING.

LAST RACE IN LADIES' CHAMPIONSHIP.

TIE IN HANDICAP CLASS.

The last race in the Ladies' championship was sailed yesterday.

The course was from the Club to Chan- nel Rocks, then to Cust Rock Buoy, back to Kowloon Rock and the finish at the Club, the distance being 6.6 miles. The starters were: Handicaps: Diana (Mrs. Arthur), Colleen (Miss R. Hazeland), Falcon (Mrs. Shaw), La Linda (Mrs. Scott). Heyward Hays and Gals: Sealark (Mrs. Crane), Blue nose (Mrs. Mitchell), Adanae (Miss Hollingsworth), Why Wonder? (Mrs. Adams), Pierrette, Guel (Mrs. Bailward), Thecla (Mrs. Barracough) and Joan (Mrs. Davison). Colleen and Diana have now tied for first place in the Handicap Class as a result of the races which have been sailed and Falcon comes third.

In the Heyward Hays and Gals Class, Blue nose has just won by a one point margin, with Sealark second and Why Wonder? third.

Falcon did some fine sailing and won by 24 seconds from Colleen, which also did remarkably well.

In the Heyward Hays and Gals Class, Sealark crossed the line first, but Pierrette took first place on corrected time. By coming third, Blue nose thus won the championship in this class.

THE DETAILS.

Details are given below, the boats being in the order they crossed the line.

Handicaps.	H'cap.	Finish- ing	Correct- ed
Course.	Time.	Time.	
Diana, 3rd	0.33	4:10.12	4:09.39
Falcon, 1st	4.57	4:12.13	4:07.21
Colleen, 2nd	4.57	4:12.42	4:07.43
La Linda, D.N.F.			

Heyward Hays.	H'cap.	Finish- ing	Correct- ed
Course.	Time.	Time.	
Sealark, 2nd	1.39	4:26.52	4:25.13
Blue nose, 3rd	1.39	4:27.19	4:25.40
Pierrette, 1st	3.18	4:27.21	4:24.03
Why Wonder?	1.39	4:27.29	4:25.50
Adanae	1.39	4:28.09	4:26.30
Joan	2.12	4:29.42	4:27.30
Gael	2.45	4:33.39	4:29.54
Thecla	4.57	4:40.59	4:33.03

Final positions in championship: Handicaps: Diana and Colleen 45, Falcon 35, La Linda 25, Dorothy 5. Heyward Hays and Gals: Blue nose 62, Sealark 51, Why Wonder 58, Thecla 47, Guel 42, Joan 33, and Pierrette 26, Adanae 30.

H.M.S. "HELIOTROPE."

FOR SERVICE ON CHINA STATION.

The sloop *Heliotrope*—one of the "herbaceous border" type evolved during the late war—is being got ready at Pembroke Dockyard for her new service, and it is understood that she is going to the East, says a Service writer in a Home paper. The *Heliotrope*, which is a dockyard hand, by the end of January, will be looked after by a care and maintenance party at Portsmouth, to which port she will proceed after refit, till she is ready for her new commission. She was built at Lobnitz's yard, has a displacement of 1,200 tons, a speed of 17 knots an hour, an armament of two 4-inch guns and four 3-pounders. When in commission she carries a crew of 100 officers and men. The *Heliotrope* is fitted with two masts and can use sail power in emergency. Like all of her type, her hull is triple at the bows, to resist collision or mine explosion and the magazine is so well protected and isolated that it may not explode when torpedoed or mined. In the case of one of her sister ships during the war the magazine was blown clean out of the sloop and did not explode.

THE WRECK OF THE S.S. "TUNGSHING."

SOLD BY PUBLIC AUCTION.

The wreck and cargo of the I.C.S. *Tungshing* as she now lies in the Huangpu River were sold by public auction at Shanghai last week at the salerooms of Messrs. Hopkins, Dunn & Co.

Bidding started at Tls. 10,000 and the price rose by bids of Tls. 500 and Tls. 1,000. This lasted for some eight minutes. A couple of Chinese were finally the only remaining bidders. For fully two minutes, they vied with each other in pushing up the price, and, at the fall of the hammer, this stood at Tls. 22,000, Tls. 10,000 for the hull and Tls. 12,000 for the cargo.

The purchaser is required to remove the wreck and cargo within 100 days in accordance with the regulations of the Harbour authorities and to give them an approved guarantee that the salvage will be completed within the specified time.

THE S.S. "FFICHING."

ATTEMPT AT SALVAGE.

The Shanghai Tug and Lighter Co.'s salvage and rescue craft *Saucy* left Shanghai last week for Thunder Head, near Swallow, where the China Merchants' str. *Feiching*, which went aground on Jan. 10th, is still firmly ashore. The *Saucy* will attempt to salvage the *Feiching*, which is stated to be in a very exposed position, broadside on to the beach, and with her bottom in the vicinity of the engine-room and stoke-hold more or less badly damaged.

The *Feiching* is one of the oldest steamships on the China Coast, having been built at Rouen, France, so long ago as 1893.

CANTON'S REVOLUTIONARY ARMY.

GENERAL CHIANG KAI SHEK'S "IMPORTANT ADVICE."

General Chiang Kai Shek travelled by special train from Wongsba to Saichuen to inspect the 3rd Regiment of the Training Division, and we reproduce from the *Canton Gazette* the following translation of an address he delivered to them:

"I come here to-day to inspect the 3rd Regiment of the Training Division and at the same time I have very important advice to tell you to which you should listen carefully.

"What are our soldiers called? They are called the National Revolutionary Army. The Government requests you to become soldiers in order to carry out the work of the Revolution. What is Revolution? Revolution is to overthrow our enemies. Who are our enemies? Those who oppress and insult us are all our enemies. If we do not overthrow these enemies, not only we ourselves will not be able to attain our goal, but our parents, brethren, wife and children will never see the day. Hence if you want to carry out Revolutionary work, you must attack our enemies. If the Revolution succeeds, then we all will see better days. Why? Because we have got rifles; we can attack the enemies and after our enemies are overthrown, we will attain our aim. It will also be a happy day for our parents, brethren, wife and children. Therefore if we do not carry out our Revolutionary work and overthrow our enemies, we will never succeed. Thus you should make sure of your aim, which is the carrying out of the Revolutionary work and overthrowing the enemy that oppresses and insults us.

"Who oppress and insult us? They are the Foreign Imperialists and our Militarists. We have to overthrow all of them. "While we are in the army, we are all brethren and comrades and we must be fraternal, love each other and procure an education. After we are educated, we will join together to overthrow our enemies. "Before we have overthrown our enemies everyone of us should be a hero. Do not be afraid of death, cold and hunger and protect the people. Become true Revolutionary soldiers, otherwise you are not revolutionists and not heroes. If you do not take this step, not only will you not be able to gain your aim, but our family will be unable to see the new day. You therefore have to strive hard and use your ability to gain your education. "The superior officers are leading you to carry out the Revolutionary work, therefore when you see your superior officers, you ought to revere them as you do your teachers. You should also know the 'Lin Cho' method. What is 'Lin Cho' method? Ask your superior officers, they will tell you. "Has our Revolutionary Army a theory or not? What is our theory? It is the Three People's Theory. What is Three People's Theory? Ask your superior officers, they will tell you. "Besides the Three People's Theory, you should observe the rules and discipline. Do not be afraid of death, do not love money. Love your country and love the people. The most important thing is that we all must be fraternal and love one another and become educated. After a few months when we have education and ability, we shall then attack our enemies, the Imperialists and Militarists. These advice are most important. If you forget them or do not carry them out, then you are not true Revolutionary soldiers."

"The following circular telegram was sent yesterday by the Minister of Foreign Affairs to the Civil and Military Authorities throughout the country:—

"Although twice before was I placed in charge of the foreign relations of the country, it was to my regret that not much was accomplished by me. At this time of political difficulties I would not dare to shoulder once again the heavy responsibilities had it not been for consideration of the fact that international dealings are matters of great importance and that those immediately concerned would be surprised if they were not properly taken care of even for a single day. For this reason I could not help but follow the established rule in the past to meet the situation, to maintain the international credit of China and to prevent the rights of the country from being encroached upon. A little hesitation on my part might lead to serious consequences. As to how the national problems should be settled, how the military affairs should be brought to a conclusion, they will, as they are internal political questions, be settled in accordance with the law and the will of the people. When these problems are settled and when a proper man is found to take charge of China's foreign relations I shall retire to make room for him. This is from the bottom of my heart, and I shall expect your advice.

(Signed) Dr. C. T. WANG.

PEKING, January 10th.

The following circular telegram was sent yesterday by the Minister of Foreign Affairs to the Civil and Military Authorities throughout the country:—

"Although twice before was I placed in charge of the foreign relations of the country, it was to my regret that not much was accomplished by me. At this time of political difficulties I would not dare to shoulder once again the heavy responsibilities had it not been for consideration of the fact that international dealings are matters of great importance and that those immediately concerned would be surprised if they were not properly taken care of even for a single day. For this reason I could not help but follow the established rule in the past to meet the situation, to maintain the international credit of China and to prevent the rights of the country from being encroached upon. A little hesitation on my part might lead to serious consequences. As to how the national problems should be settled, how the military affairs should be brought to a conclusion, they will, as they are internal political questions, be settled in accordance with the law and the will of the people. When these problems are settled and when a proper man is found to take charge of China's foreign relations I shall retire to make room for him. This is from the bottom of my heart, and I shall expect your advice.

ANOTHER "FRATERNITY PARTY."

TO ATTEND THE OPENING OF THE YUEH SHAU GARDEN.

[FROM OUR CHINESE CORRESPONDENT.]

A suggestion has been made by Chinese merchants of Hongkong and Canton for facilitating travel between the two ports during the Chinese New Year holidays to the effect that the Canton Government and the Strike Committee should again issue passes without the "engineering fee" (a charge in connection with the issue of permits). The arrangements will include another delegation to Hongkong from leading Canton trade guilds ostensibly to promote a settlement of the boycott, and a large "fraternity party" to visit Canton from Hongkong, apparently to attend the formal opening of the "Yueh Shau Garden," to which a charge of \$10 each will be made for admission.

The Reconstruction Commissioner in Canton is being asked to reduce the railroad fares from Shumchun to Canton by 50 per cent. during the holidays, making the fares \$6, \$4, and \$2; instead of \$12, \$8, and \$6 for first, second, and third class travel as now charged for this short distance of less than 90 miles. Some of the strike pickets, however, are proposing that present fares should be doubled during the holidays.

Although the Trade Commissioner at Canton is ready to issue cards for persons to enter Shamen for banking transactions at a fee of but one per cent. of the sums involved, not very many have so far taken advantage of this kindness. The Shamen authorities are regulating the entry of Chinese into Shamen owing to the banks being now short-staffed.

THE ANTI-JAPANESE BOYCOTT.

[FROM OUR CHINESE CORRESPONDENT.]

In addition to Canton and Swatow, Wuchow has now complied with the recommendation to boycott Japanese goods because Japanese are alleged (quite falsely) to have aided Marshal Chang Tso Lin, the Manchurian War Lord, against General Kuo Sung Ling and other Northern militarists. Mr. Wang Ching Wei, chairman of the Kuomintang, has counselled that Chinese merchants who have Japanese goods on the way to South China and those who have Japanese goods already in their possession should not be prejudiced, as such import and possession were perfectly legitimate before the declaration of the boycott.

IMPROVEMENTS AT CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

The Canton Department of Public Works has been instructed to widen the 18th Ward in the West City. This work will cost about \$135,988, which will be raised by special assessments from property owners immediately affected.

ST. ANDREW'S CHURCH.
ANNUAL MEETING HELD LAST EVENING.

The annual meeting of the St. Andrew's Church, Kowloon, took place last night, under the chairmanship of the Rev. G. R. Lindsay.

In dealing with the work of the Church, Mr. Lindsay told the meeting that a service for Young People is now held every Sunday morning. The services are "under the able superintendence of Mrs. J. H. Hunt," he said, "and have already proved most successful."

Mr. Lindsay regretted that no financial report was available owing to the departure for Home of their treasurer. He asked the meeting to endorse his nomination of Mr. Mitchell as treasurer and this was done with acclamation.

The following were elected side-men: Mr. Hunt (People's Warden), Mr. Mitchell, Sir Paul Chater, Messrs. Faulkner, Doodha, Robertson, Captain Thomas, Messrs. Morgan, Savage, Lyall, and Simpson.

The following were appointed for the Vestry: Rev. Arrowsmith, Sir Paul Chater, Messrs. Mitchell, Whitley, Hunt, Skett, W. Robson and Dr. Miller.

Diocesan Conference: Messrs. Sands and Hunt and the Messrs. Hollis and Sawyer.

Mr. Lindsay mentioned, in connection with the Thank Offering, that a member of the Church who was hard pressed said that he could give no local currency, but he would give to the Church an old Spanish coin which was of sentimental value. This was auctioned and Mr. W. S. Bailey became the owner for \$50.

A presentation was then made to Mr. Robson on the occasion of his retirement from business and from the Church Committee. The presentation took the form of a silver rose bowl and a silk embroidered shawl for Mrs. Robson. A cheque was also presented.

THE PASSPORT CASE.

YOUNG PERUVIAN SENTENCED TO NINE MONTHS' IN GAOL.

The case in which the Peruvian, Augusto Gonzales, alias Chan Mo Lan, was charged with duping a number of local Chinese, by supplying them with false passports which it was stated, would secure them admittance to the United States, was concluded at the Central Magistracy yesterday afternoon before Major C. Willson.

Defendant was arraigned on four charges of obtaining various sums of money, amounting to \$1,010, by false pretences from four local Chinese.

Reports of the previous hearings have already appeared in the Daily Press.

Yesterday Mr. Leo d'Almada, for the defence, submitted that there was no case to answer.

His Worship decided against him.

DEFENDANT'S EVIDENCE.

Defendant was put into the witness-box and said that he had been for a time in the employ of Professor Gonzales, orchestra as a drummer. "In 1924 he had two brothers-in-law living in Hongkong."

In answer to Mr. d'Almada, who mentioned that defendant was described as having two names, Augusto Gonzales, alias Chan Mo Lan, defendant said he had never had a Chinese name. It might be one of his brothers-in-law, who he knew had Chinese names and who could also write Chinese, being half Chinese and half Filipino. On several occasions he accompanied his brothers-in-law to the house of Yeung Yan Cho (one of the complainants in the case and the principal witness for the prosecution). He heard them discuss matters relating to passports. Defendant emphatically denied the allegation in the charges that various sums of money had been paid to him and that the receipts produced in Court had been signed by him. He had seen his brother-in-law receive money, but he had been no party to the receipt of this money. Defendant added that he left school in 1921 at the age of 16 and was only 17 at the time of the occurrences, on which the present charges were based. It was not until after his brothers-in-law left Hongkong that the complainants in these cases had begun to press him for the money. He told them that he knew nothing about the affair. Defendant concluded by stating that he never represented himself to the complainants concerned in the four charges as being able to issue passports for them to enter the United States and he never told them that he was in any way connected with the American Consulate.

COUNSEL FOR DEFENCE.

Mr. d'Almada submitted that there would be nothing extraordinary about the case if the complainants had conspired to come forward and saw that defendant was the man to whom the money had been paid by them. The whole of the documents were admitted to be in the writing of Yeung Yan Cho and the allegation was that defendant signed them. One document related to \$300 and \$400, but it did not state that this money was in respect of passports. The document stated that the money was in respect of a loan, so therefore, this document was not evidence with regard to passports. Complainants had only seemed eager to get their money back and did not appear to have said anything about the criminal offence. They had not even troubled to bring outside proof as to defendant having stayed anywhere in the Colony under the name of Chan Mo Lan or of being able to write Chinese. He submitted that defendant could not be found guilty of conspiracy to defraud or of fraud because he was present when money was passed to his brothers-in-law and when the matter of passports was discussed. Being present did not make him guilty unless he was a party to the fraud.

In conclusion, Mr. d'Almada asked His Worship whether it was feasible that an old man like Yeung Yan Cho, a man well known in Hongkong and knowing the intricacies of business, would trust the word of a man of only 17 years of age that he was able to procure passports for the United States. He therefore asked His Worship to discharge the defendant.

FOUND GUILTY.

His Worship said he had decided to convict. He found that defendant was guilty of pretending to be able to issue passports to enable people to enter the United States. He found defendant guilty of deliberate and impudent frauds. He had never had a vestige of authority to support this false pretence and he had obtained large sums of money from these people. Some of these unfortunate people had gone to the States and two had suffered imprisonment. One had come back and the other man was still serving a term of imprisonment in a United States gaol. He only hoped that the efforts of the American Consul would be successful in procuring the unfortunate man's release.

In the absence of the evidence of the complainant in the second charge, he did not consider there was sufficient evidence to convict the defendant on that count, but on each of the remaining three charges defendant would go to prison for three months with hard labour—nine months in all—the sentences to begin from the date of his arrest, December 19th, 1925.

HELENA MAY LECTURE.

HELIGOLAND BEFORE AND AFTER THE WAR.

There was a large audience at the Helena May Institute yesterday evening, when Mr. and Mrs. P. R. Warren, of No. 59, The Peak, gave "the story of Heligoland before and after the War."

Mr. and Mrs. Warren lived for some time on the island, Mr. Warren being employed there when demolition work was carried out, following the signing of the Treaty of Versailles. Pictures of the island were screened, the lantern being manipulated by Professor J. L. Shellshear.

The Hon. Mr. J. H. Kemp, K.C., the Attorney-General, welcomed Mr. and Mrs. Warren, and introduced them to the audience.

A BEAUTIFUL ISLAND.

Mrs. Warren said that the island was shaped like a battleship, and on approaching one could not but be moved by its beauty. It boasted a very fine lighthouse, the lights of which were more magnificent than those of any other lighthouse in the world. By night, when the lights shone, hundreds of birds were killed by dashing themselves against the tower. The island itself was small in extent, and its summit was only a quarter of a mile square. Referring to a picture of the island taken from the air, she said that it looked like a grand piano. Dealing with the history of the island, she said that it was taken from the Danes by an English admiral in 1807, and for seven years the Danes fought to regain it, but we were eventually allowed to keep it. But in 1891 Lord Salisbury exchanged it for Zanzibar.

SIMPLE PEOPLE.

The island was inhabited by about 2,000 Friesians, who formerly spoke the Friesian language, but German was now much used, since the inhabitants intermarried with the Germans. The people were very simple, and were fishermen; Heligoland being at one time the centre of the herring fisheries. The people still retained much of their old simplicity, but wore more modern attire. The native costumes, which she had seen worn were very beautiful, consisting, as they did, of old silks, brocades, and hand made lace.

SIMILAR TO CHINESE CUSTOM.

Dealing with the customs of the natives, Mrs. Warren said that there was a part of their wedding custom, very much like that of the Chinese. The day before the wedding the presents were carried around the island, and the processionists, with the bride and bridegroom in front, sang songs.

Continuing, she said that the streets were very narrow, being only about 8 feet wide, the houses being built at the foot of the cliffs. Every house was painted in different colours, and on a sunny afternoon, a Heligoland street was remarkably picturesque.

MUSEUM AND AQUARIUM.

Heligoland was also the resting place of migratory birds, but unfortunately the natives were fond of shooting them. The birds' museum was undoubtedly a very fine one. An old German professor, whom she knew experimented to see whether the birds went, and ringed several of them. These rings were returned from Manchuria, South Africa and other parts of the world. Mrs. Warren explained that the reason why migratory birds could fly such long distances without a rest, was because Nature had endowed them with a gland under the wing which enabled them to take more air than other birds.

Heligoland also had a very wonderful aquarium in which specimens of every fish in the North Sea could be seen, but just before the war, they were all thrown back into the sea.

Concluding, Mrs. Warren again lingered over the beauty of the island, and the life of the natives. She said that they drank no milk save that of sheep, and lived for the most part on fish and potatoes. (Applause.)

WHY WE GAVE UP HELIGOLAND.

Mr. Warren said that we gave up Heligoland because its upkeep was expensive, and even had we kept it, owing to its being such a long way from England, we would have had to evacuate it in the event of war. The Germans were eager to get it in order to make it a fortified base, and spent a large sum of money in doing so. They fired one shot from it during the war, but they claimed that they were justified in their expenditure. They looked upon it as a protection for the mouth of the Elbe, but during the war, it was found that mines were more efficacious. In 1917, Cuxhaven harbour froze over, and the Germans used Heligoland afterwards as a naval base. At the Peace Treaty, the Allies concluded that it was worthless except as a naval base, and considered that the best thing to do would be to blow it up. But then the Heligolandians argued that it was unfair, since they had nothing to do with the war, and eventually the Allies decided to demolish the fortifications and harbour only. The Germans put forward a scheme whereby they could do it in seven years, anticipating no doubt that the Allies would fire of the project, but the offer was refused, and the demolition was completed in less than two years. Mr. Warren added that the Heligolandians were fine fellows, but the laziest he had ever seen. (Laughter.)

(Continued on next column.)

OBITUARY.

MR. R. H. B. MITCHELL.

News was received in the Colony yesterday of the death of Mr. R. H. B. Mitchell, who had been for about eleven years employed in the offices of the Hongkong and Whampoa Dock Co., Ltd., Kowloon.

He had been in the East for many years, and prior to coming to Hongkong in 1914 was employed in Tientsin. He was the third son of the late Mr. C. D. Mitchell, solicitor, Dundee. He left Hongkong about seven months ago, suffering from a nervous breakdown, and he has passed away at the residence of his sister, Mrs. Higgs, at Newbury, Berkshire, with whom he had resided since his return.

Deceased was well-known, and highly respected in the Colony, and took much interest in local sport. For many years he was Secretary of the Victoria Recreation Club, and a member of the Kowloon Football Club. A host of friends, particularly those in the sporting circles of the Colony, will regret to hear of his death.

He was unmarried, and about 52 years of age.

MR. DONALD MCCOLL.

The death took place in Glasgow on January 25th, of Mr. Donald McColl formerly general manager of the Shanghai Electric Construction Co., Ltd.

The late Mr. McColl was born in Glasgow and joined the Glasgow Corporation Tramways in the days when the cars were horse-drawn, remaining with them until the transition to electric traction. In 1902 he went to the Lisbon tramways, spending three years there and in 1906, he received an appointment with the London underground group. Here he was closely associated with the Bakerloo Tube. He came to Shanghai in 1908.

Following the opening of the tramways, Mr. McColl had many difficult problems to face. He certainly envisaged a scheme for tramways in Shanghai as great as that of Glasgow, and in all his correspondence and negotiations with the Shanghai Municipal Council showed his determination, if possible, to secure this.

His knowledge of tramway organization was exhaustive, and furthermore he had an imagination which foresaw the great possibilities of railless trams. Perhaps, says the N.C. Daily News, he was one of the greatest experts in the world on this latter subject, and also on tramways generally for while in Shanghai his advice was sought from all over the world.

As an economist, Mr. McColl took a very high rank. He was faced, as general manager of the tramways, not only by the differences in the various Chinese currencies, but also by the constant depreciation in copper coinage—the medium in which the greater part of tramway fares is paid. His contributions to the literature of this subject were very considerable and to-day may be regarded as standard. In this connection it may also be mentioned that he published a book on tramway accounting which has been adopted by practically all the tramway organizations at home as a standard work.

During his tenure of office, he mooted the question of a municipal currency, and, although this has not come to pass, several of the economists of China have agreed with him as to its feasibility. While in charge of the tramways he brought the undertaking to a very successful condition, and not only do the populace of Shanghai have to thank him but equally the shareholders of the company.

Mr. McColl, who was born in 1872, is survived by two daughters in the Far East, one Mrs. R. J. McNicol who has recently returned to Shanghai, and Mrs. A. A. Ewing, who is in Singapore.

WONDERFUL FORTIFICATIONS.

Pictures of the harbour and fortifications were then shown. The lecturer explained that during the last hundred years, the island had been eroded by the sea to half its former size. Much difficulty was experienced in blowing up the magnificent dry dock. According to the Treaty, everything had to be reduced to foundation level, and for that reason they had to start from the bottom with the dry dock. Pictures of the dock intact, and also after it had been demolished were shown. Huge breakwaters were also blown up and a picture showed one demolished. The lecturer said that forty feet of the pile of stones were hidden under water, but following upon a severe storm one winter's day, the whole debris was washed away. To illustrate the force of the Heligoland storms he explained that during a storm one caisson of 13,000 tons had been moved 12 feet. To blow up one of these caissons a ton of explosives was used. Pictures of the submarine harbour, tunnels and unique underground oil tanks, prior to, and after being demolished were also screened. Illustrations were given of how the huge guns were cut up.

Concluding a very edifying lecture, Mr. Warren said that one clause of the treaty had been carried out to the letter, and he assured his hearers, that a good job had been made of it. (Applause.)

The Hon. Mr. Kemp proposed a vote of thanks to Mr. and Mrs. Warren for their lecture, which was carried with acclamation.

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| 2321 | HENRY MORRIS DANCE | " " |
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| | LOVE IN ARCADY | " " |

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[78]

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GENTLEMEN'S

TAILORS AND OUTFITTERS.

We have removed these two departments from the Hongkong Hotel Buildings to our Main Store at 12, Des Voeux Road Central.

The entrance is by the main door, with an immediate turn to the right. There is also a SEPARATE ENTRANCE in the passage between Powell's and the New Exchange Buildings. Structural alterations have been carried out, making the Department SELF CONTAINED, ensuring every comfort.

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THE BEN LINE STEAMERS, LIMITED.

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The Steamship "BENMAADHUI".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd instant, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 1st February, 1926. [3133]

COMMERCIAL UNION ASSURANCE CO., LTD.

CONSEQUENT upon my Transfer to the Head Office in London, Mr. R. K. HEPBURN has been appointed MANAGER of the HONGKONG BRANCH of this Company as from THIS DATE.

G. H. ELLIOTT.

Hongkong, 1st February, 1926. [3130]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motorship "FULDA", HAMBURG

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 5th Feb., 1926, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashie, at 10 a.m. on 3rd February, 1926. No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELOHRS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN. Hongkong, 31st January, 1926. [3131]

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

9, PEAK ROAD. TEL. CENTRAL 4464. [3033]

FOR SALE—10-26 H. P. SINGER DE LUXE 45 SEATER 1925 Model Complete with All Fittings. Tyres Very Good Mileage 2,500 Miles. Entirely Owner Driven. May be Seen at the HARBOR OFFICE Any Day Between 10 A.M. and 4 P.M. Trial by Arrangement. Owner Going Home. [3117]

TO LET—GLENEALY, Two Houses of Three Flats each. Can be used as Private House, Mess, or Flats. Also other Houses and Flats. Tel. 4630. SMALL INVESTORS.

TO LET—Self Contained Flat in Armand Buildings, Kowloon. Four Large Rooms, Kitchen, Servants' Quarters, etc. Furniture and Fittings may be Taken Over if Required. Apply—Post Office Box 608, Hongkong. [3052]

TO LET.

NO. 51, GRANVILLE ROAD, KOWLOON. Apply to—SPANISH DOMINICAN PROCURATION. [3129]

TO LET.

ON or about MARCH 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FARMER BUILDING" or "VICTORIA BUILDING", No. 5, QUEEN'S ROAD CENTRAL (between CHATELAIN BARR and MARGARET BARR).

Apply to—BANQUE DE L'INDOCHINE, Charter Road. [2807]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply—SECRETARY, A. S. WATSON & Co., Ltd. 2033

ON SALE.

HONGKONG HARBOR REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1924.

Revised by Members

PRICE " " " 85

DAILY PRESS OFFICE.

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

WIDE Reference to the Notice to the Shareholders of this Company dated 29th October, 1925, whereby the Final Call of \$5.00 per share on the New Shares was made payable on 1st February, 1926, instead of 2nd November, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the FINAL CALL is POSTPONED to 1st APRIL, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the Date named therein were the 1st APRIL, 1926.

For THE HONGKONG ROPE MANUFACTURING CO., LTD. SHEWAN, TOMES & CO., General Managers. Hongkong, 27th January, 1926. [3122]

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, DE VORSE ROAD, on TUESDAY, 16th FEBRUARY, 1926, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd FEBRUARY, to TUESDAY, 16th FEBRUARY, 1926, both days inclusive, during which Period No Transfer of Shares can be registered. By Order of the Board of Directors. JOHN ARNOLD, Secretary.

Hongkong, 26th January, 1926. [3121]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS & LONDON.

THE Steamship

"ALIPORE" carrying His Majesty's Mails, will be despatched from this Port at 4 p.m. on TUESDAY, the 2nd FEBRUARY, 1926, taking Cargo for the above Ports.

Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—MACKINNON, MAKENZIE & CO., Agents.

Hongkong, 27th January, 1926. [3120]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

GENERAL AVERAGE STEAMSHIP "DAKAR MARU" (DUE HERE ON OR ABOUT 15th FEB. 1926.)

IT IS HEREBY NOTIFIED to All Concerned that the s.s. "DAKAR MARU" having Cargo on board from DUNKIRK, ANTWERP, ROTTERDAM and BREMEN, was in Collision with the Greek s.s. "ELEUTHERIOS VENIZELOS" in the ELAS RIVER on the 26th December, 1925, and it has been declared to form General Average.

Consignees of Cargo from the aforesaid Ports are Requested to sign General Average Bonds at our Office and pay a Deposit of One (1) Per Cent. of the Value of their Consignments before Bills of Lading will be countersigned for Delivery. [3128]

PREPAID "WANTED" ADVERTISEMENTS

TO LET—From April 1st, 1926, for Six Months, Well Furnished Flat, Four Rooms, Central District. All Modern Conveniences including Elevator. Apply—Box No. 136, c/o Hongkong Daily Press. [155]

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[50]

DEATHS.

Houlston.—At Shanghai, on January 28th, JAMES, the dearly beloved son of Mr. and Mrs. GEORGE Houlston.

LAY.—At Hulse Court, Sutton, Surrey, on December 24th, MARIE ISABEL, second daughter of the late H. N. LAY, C.B., formerly of China.

LEE.—At Shanghai, on January 27th, KAREN LEE, wife of the late HENRY LEE, aged 50 years.

MITCHELL.—On December 30th, ROBERT HAY BERRY MITCHELL, late of Hongkong and Whampoa Dock Co., Ltd., third son of the late CHARLES DUNDAS MITCHELL, solicitor, Dundee, Interred at Newbury, Berks. [3134]

McCOLL.—At Glasgow, on January 29th, DONALD McCOLL, late of Shanghai.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.4.

The Daily Press.

HONGKONG, FEBRUARY 2ND, 1926.

"STRIKE AGAINST WHOM?"

We have been wondering whether there

can be found in Hongkong any intelli-

gent Chinese merchant who is able to

derive any satisfaction from the assur-

ance given by the Mayor of Canton that

the boycott of Hongkong trade, is "not

against the Chinese merchants of Hong-

kong." Surely, it must be obvious to

any man of ordinary common sense that

the boycott of Hongkong trade is a

wretched war against every Chinese ear-

ning his livelihood in Hongkong, whether

he be merchant, artisan, clerk or coolie.

What has made Hongkong? Before the

British occupation, Hongkong was prac-

tically a barren island. There were only

a few fishermen living on it, and the

early accounts of the place speak of

the occupation of this little group

of people as being "chiefly piracy."

To-day the population of Hongkong is

in the neighbourhood of 350,000, and of

these the non-Chinese number less than

13,000 (excluding men of the mercantile

marine). Thus, upwards of 340,000 Chi-

nese have been attracted here during

the past eighty years, simply because

British enterprise has provided them with

it remembered also that the pioneer British merchants obtained a lodgment on the barren island—then "a pestilential place"—because they were driven from Canton by much the same spirit of intolerance that we see exhibited at Canton to-day. The British Government made the new port free and open to people of every nationality, and as the place was made habitable by intelligent efforts on the part of the British Colonial Administration, it steadily grew in importance as a seaport until it came, years ago, to rank as one of the greatest in the world. In the prosperity of Hongkong the whole hinterland of Kwangtung has shared, and we absolutely refuse to believe that there is any wide-spread sympathy at Canton with a movement which may be likened to the action of a mad dog biting the hands of those who feed it. The City of Canton itself owes a great deal of its growth in commerce and industry in the past half century to its trade relations with Hongkong, which it is the object of the people now in actual control of Canton to ruin. Let us hasten to add that we do not doubt for a moment the sincerity of the Canton Government when it says it desires to see an early termination of the boycott; for we cannot conceive of a Government which has any consideration for the welfare of the people it is supposed to protect that could be so foolish as to desire the prolongation of a boycott which must be causing an infinite amount of harm to thousands of its own people. The fact that the boycott continues in spite of these assurances is, to our mind, the plainest possible evidence that the real authority at Canton does not reside in the nominal Government. We can credit the Government there at least with recognising the obvious fact that the 540,000 Chinese who have found a livelihood in Hongkong are but a fraction of the number of Chinese whose livelihood and general welfare depend upon the restoration of the trade relations with Hongkong which have been so long interrupted. A war against the trade of Hongkong is clearly a war against all Chinese in Hongkong or Canton and the hinterland who are in any way concerned with the commerce of this great port.

H.M.S. *Margaret* left for Amoy yesterday.

Their Majesties the King and Queen of Siam have taken to golf as a pastime.

Mr. Allan Cameron returned to Hongkong yesterday, on the s.s. *President Jackson*.

The American Players of Shanghai produced "Within the Law" at the Carlton last week.

H.E. the Governor has kindly consented to inspect the H.K.V.D.C. on February 8th at 6.45 p.m. on Murray Barracks Parade ground.

The auction of newspapers postponed from January 28th will take place at the Helena May Institute on Wednesday, February 3rd, at 5.15 p.m.—Adv.

Three armed robbers broke into a house in Kowloon City early on Sunday morning, and held up a Chinese woman. The woman, however, blew a police whistle and the men left without taking anything.

Dr. Solf, the German Ambassador, has been elected President of the Asiatic Society of Japan in succession to Sir Charles Eliot, the British Ambassador.

Sir Harold Parlett and Dr. S. H. Wainright continue as vice-presidents.

The funeral of the late M. Paul Kremer, Consul for France in Hankow, and formerly of Hongkong, who died on December 28th, took place at St. Joseph's Church, Shanghai, on January 30th. The interment was in Pabainjiao Cemetery.

The firing of bombs, electric flash crackers, and detonating crackers known as "golden coins" is to be strictly prohibited during the Chinese New Year celebrations. Regulations to this effect have been issued by the Captain Superintendent of Police.

A Chinese employed as a street lamp-lighter, was taken to the Government Civil Hospital yesterday suffering from a dog bite. The animal, belonging to Mr. Ma Ying Piu, of No. 3, Brecky Path, has been sent to Kennedy Town for observation.

H.M.S. *Hermes*, the aircraft carrier, left Hongkong yesterday to return to her former station in the Mediterranean.

H.M.S. *Tarnmouth* and H.M.S. *Calliope* have meanwhile arrived with reliefs to replace the ship's company of H.M.S. *Hawkins*, the old commission of which leaves for Home at the end of this week.

At the Central Magistracy before Mr. R. E. Lindsell, a cobbler, named Kwong Yick Kee, who was arrested by Chinese detectives in connection with the recent burglary at the Popular Silk Store, China Building, was sentenced to one month's hard labour. He was charged with being in possession of a roll of black silk, knowing it to have been stolen.

Hau Yuan Hua, the Shantung constable, who is charged with the murder of Gulam Mahomed, an Indian constable, who was shot and killed by a revolver bullet near the Hongkong Volunteer Defence Corps Headquarters on the night of the Police Ball (Friday, January 22nd) appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday. The case will be opened this afternoon.

A Chinese was charged before Major C. Willson at the Central Magistracy yesterday, with attempted burglary at Square Street. He was disturbed and went out without taking anything. He was espied by an Indian constable descending the wall, and after a chase in which Chinese constables joined, he was arrested in Hollywood Road. He was sentenced to three months' hard labour.

Thank Offering Sunday was observed at St. Andrew's Church, Kowloon, on Sunday, with the object of raising \$3,000 for various Church expenses. Together with the usual day's offerings, a sum of \$3,527.46 was collected. The Rev. G. E. Arrowsmith preached in the morning, and a sermon was delivered by the Vicar, the Rev. G. G. Lindsay, in the evening. There were large congregations at both services.

Japanese newspapers at Shanghai report that the Foreign Office at Tokyo are contemplating the elevation of the Japanese Consulate-General in Shanghai to a Japanese Legation for Central China.

Mr. Yada, the Consul-General, is stated to have held several conversations with the Ministry with regard to this project. The new legation, in the event of its formation, will be responsible only to Tokyo.

In the Summary Court yesterday, before Mr. Justice Wood, the Wing Yik Co. sued Karim Din, known as C. K. Lam & Co. for \$481.47. The evidence showed defendant firm had sublet a contract to plaintiffs for constructing a yard for the Mitsui Bussan Kaisha, Ltd., and the work had been satisfactorily carried out. Judgment was given for plaintiffs with costs. Mr. D. McCallum was for plaintiffs and Mr. A. E. Hall represented defendant.

Before Mr. R. A. D. Forrest at the Kowloon Magistracy yesterday morning, a cargo coolie was charged with the larceny of a bottle of Italian whisky and also with damaging the box. Mr. Leo d'Almada, who appeared for the man, pleaded that defendant was probably unable to resist the temptation of sampling the contents of the bottle which was extracted from a broken box. A coolie foreman gave the defendant a good character, and he was bound over to be of good behaviour for 12 months.

Rev. Brother Paul, Director of St. Xavier's Institution, Penang, has just been appointed Visitor of the Christian Brothers' Schools in the Far East in succession to the Rev. Brother James O.B.E. who has filled this office since 1919. The Rev. Brother James, at his own request and owing to failing health, has been relieved of the comprehensive and responsible duties attached to the position. He will remain, however, in the Straits Settlements assuming the general management of St. Xavier's Institution, and assisting the Rev. Brother Paul in his onerous duties, his sphere of action, however, being confined to the Christian Brothers' Schools in Malaya.

Mail from the United Kingdom and Europe, via Siberia, arrived yesterday by the s.s. *Hakola Maru*. A total of 148 bags was landed from the vessel, of which 32 bags were from the United Kingdom and 27 bags from the Continent. The remainder was Japan and Shanghai mail. A very large mail was entered by the s.s. *President Jackson* from Seattle, and Japan and Shanghai. No fewer than 723 bags of letters, papers and parcels were landed. This mail included 23 bags of parcels from the United States and three bags of letters from the United Kingdom via America. The remainder of the mail was from the United States, Japan and Shanghai. The s.s. *President Adams* and the s.s. *Siberia Maru* also arrived yesterday with mails from U.S.A., Honolulu, Japan and Shanghai.

A Chinese employed as a street lamp-lighter, was taken to the Government Civil Hospital yesterday suffering from a dog bite. The animal, belonging to Mr. Ma Ying Piu, of No. 3, Brecky Path, has been sent to Kennedy Town for observation.

H.M.S. *Hermes*, the aircraft carrier, left Hongkong yesterday to return to her former station in the Mediterranean.

H.M.S. *Tarnmouth* and H.M.S. *Calliope* have meanwhile arrived with reliefs to replace the ship's company of H.M.S. *Hawkins*, the old commission of which leaves for Home at the end of this week.

At the Central Magistracy before Mr. R. E. Lindsell, a cobbler, named Kwong Yick Kee, who was arrested by Chinese detectives in connection with the recent burglary at the Popular Silk Store, China Building, was sentenced to one month's hard labour. He was charged with being in possession of a roll of black silk, knowing it to have been stolen.

Hau Yuan Hua, the Shantung constable, who is charged with the murder of Gulam Mahomed, an Indian constable, who was shot and killed by a revolver bullet near the Hongkong Volunteer Defence Corps Headquarters on the night of the Police Ball (Friday, January 22nd) appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday. The case will be opened this afternoon.

A Chinese was charged before Major C. Willson at the Central Magistracy yesterday, with attempted burglary at Square Street. He was disturbed and went out without taking anything. He was espied by an Indian constable descending the wall, and after a chase in which Chinese constables joined, he was arrested in Hollywood Road. He was sentenced to three months' hard labour.

Thank Offering Sunday was observed at St. Andrew's Church, Kowloon, on Sunday, with the object of raising \$3,000 for various Church expenses. Together with the usual day's offerings, a sum of \$3,527.46 was collected. The Rev. G. E. Arrowsmith preached in the morning, and a sermon was delivered by the Vicar, the Rev. G. G. Lindsay, in the evening. There were large congregations at both services.

Japanese newspapers at Shanghai report that the Foreign Office at Tokyo are contemplating the elevation of the Japanese Consulate-General in Shanghai to a Japanese Legation for Central China.

Mr. Yada, the Consul-General, is stated to have held several conversations with the Ministry with regard to this project. The new legation, in the event of its formation, will be responsible only to Tokyo.

In the Summary Court yesterday, before Mr. Justice Wood, the Wing Yik Co. sued Karim Din, known as C. K. Lam & Co. for \$481.47. The evidence showed defendant firm had sublet a contract to plaintiffs for constructing a yard for the Mitsui Bussan Kaisha, Ltd., and the work had been satisfactorily carried out. Judgment was given for plaintiffs with costs. Mr. D. McCallum was for plaintiffs and Mr. A. E. Hall represented defendant.

Before Mr. R. A. D. Forrest at the Kowloon Magistracy yesterday morning, a cargo coolie was charged with the larceny of a bottle of Italian whisky and also with damaging the box. Mr. Leo d'Almada, who appeared for the man, pleaded that defendant was probably unable to resist the temptation of sampling the contents of the bottle which was extracted from a broken box. A coolie foreman gave the defendant a good character, and he was bound over to be of good behaviour for 12 months.

Rev. Brother Paul, Director of St. Xavier's Institution, Penang, has just been appointed Visitor of the Christian Brothers' Schools in the Far East in succession to the Rev. Brother James O.B.E. who has filled this office since 1919. The Rev. Brother James, at his own request and owing to failing health, has been relieved of the comprehensive and responsible duties attached to the position. He will remain, however, in the Straits Settlements assuming the general management of St. Xavier's Institution, and assisting the Rev. Brother Paul in his onerous duties, his sphere of action, however, being confined to the Christian Brothers' Schools in Malaya.

Mail from the United Kingdom and Europe, via Siberia, arrived yesterday by the s.s. *Hakola Maru*. A total of 148 bags was landed from the vessel, of which 32 bags were from the United Kingdom and 27 bags from the Continent. The remainder was Japan and Shanghai mail. A very large mail was entered by the s.s. *President Jackson* from Seattle, and Japan and Shanghai. No fewer than 723 bags of letters, papers and parcels were landed. This mail included 23 bags of parcels from the United States and three bags of letters from the United Kingdom via America. The remainder of the mail was from the United States, Japan and Shanghai. The s.s. *President Adams* and the s.s. *Siberia Maru* also arrived yesterday with mails from U.S.A., Honolulu, Japan and Shanghai.

THE LATE MR. D. A. G. ALLISON. FUNERAL YESTERDAY AT HAPPY VALLEY.

The funeral of Mr. D. A. G. Allison, of the staff of the Hongkong Engineering & Construction Company, Ltd., who died at his residence 3, West View, Coronation Road, Mongkok, on Saturday, took place last evening at Happy Valley Cemetery.

The Rev. G. E. Arrowsmith (St. Andrew's Kowloon) officiated at the grave side.

The coffin was borne to the grave by members of the 38th Battery, R.A., the deceased having many years ago served with the Artillery both in India and in Hongkong.

THE MOURNERS.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

HEROES OF THE SEA.

AMERICAN AND GERMAN VESSELS TO RESCUE.

RUGBY, February 1st.

When the liner *President Roosevelt*, bringing survivors of the British freighter *Antioch*, arrived at Plymouth yesterday, further particulars obtained served only to heighten the admiration felt for the mid-Atlantic rescue.

The *Antioch's* crew were unable to speak too highly of the liner's behaviour. One of them said: "We never supposed, for a moment, that a first class passenger boat, like this would come to the rescue of a poor little freighter and give four whole days to the job. Their great regret is that their safety cost the lives of two of the crew of the befriending American vessel. It is believed that Mr. Keenan, who was one of the two men drowned, was a German and the first man to volunteer for rescue service. The other man, who lost his life, was the master-at-arms, Mr. Wirtzmon, who was of Finnish birth. Captain Fried paid a high tribute to his outstanding heroism.

The hurricane lasted four whole days with waves 40 to 70 feet high; and, although the *Roosevelt* stopped as close in to the *Antioch* as was possible, she continually lost sight of her in the snowstorm on one occasion for the space of eighteen hours. She was found by dead reckoning despite the drift which had carried the *Roosevelt* 110 miles during four days. Captain Fried remained continuously on the bridge for 84 hours. Three boats, all commanded by the Chief Officer, Mr. Miller, were lost before the rescue was effected.

After the *Antioch's* wireless was wrecked and the little freighter lay with a list approaching forty degrees, communication was continued with a hand-lamp. Although the *Antioch* might have capsized at any moment her messages show the remarkable steadiness and courage of her skipper, Captain Tose.

Captain Tose sent the married members of his crew away in the first rescue boat and the remaining dozen with himself had to wait many hours in utmost peril until their rescue was also effected.

HIS FIRST REQUEST.

When at last he was carried aboard the *Roosevelt*, Captain Tose asked to be taken to the bridge; and after thanking Captain Fried, he immediately fainted from utter exhaustion. Before Captain Tose left the *Roosevelt* yesterday, he handed the commander of the liner, a message, expressing his heartfelt gratitude and stating: "Your splendid determination to save us at all costs, even at the cost of your brave men, filled us with the deepest thankfulness. We shall never forget your noble spirit and your devotion to the highest instincts of humanity. Your superb handling of your ship in extreme difficulty merits our lasting praise as seamen."

[THROUGH REUTER'S AGENCY.]

GERMAN HEROES.

LONDON, February 1st.

Another thrilling sea-story was told by Captain Wurps, of the North German Lloyd liner *Bremen*, on his arrival at Queenstown, where he received a civic welcome for his heroic attempts to rescue the crew of the British freighter *Laristan*, which foundered in mid-Atlantic on January 27th in the same storm encountered by the *Antioch*.

The *Bremen* stood by for 24 hours in blinding hail and snowstorms. Unable to lower boats, the Germans threw lines, one of which the *Laristan's* crew succeeded in fastening to a boat which was dragged to the *Bremen*. One of the seven occupants was drowned. The *Bremen* stood by all night.

The *Laristan* was not to be seen at dawn, but the sea was strewn with wreckage. Twenty-five persons were drowned.

TRIBUTE TO HEROIC MEN.

LONDON, January 31st.

Remarkable proof of the depth of Anglo-American friendship was furnished by the arrival of the s.s. *President Roosevelt* at Plymouth to-day with the rescued crew of the s.s. *Antioch* aboard. She was greeted by long blasts from the sirens of neighbouring vessels and rousing cheers from the shore, where the Admiralty, the Board of Trade, and the Commander-in-Chief of Devonport were represented. The s.s. *Antioch's* Captain, before disembarking, handed letters to Capt. Fried and the *President Roosevelt's* Chief Officer, who manned the rescue boats, expressing heartfelt gratitude on behalf of himself, officers and crew, saying: "You have indeed given us back our lives."

Some public recognition of the *Roosevelt's* gallantry was expressed at an informal gathering in the *Roosevelt's* saloon, speeches being made by the Mayor of Plymouth, and the Chairman of the Plymouth Chamber of Commerce. The wife of the *Antioch's* Captain, ardently thanked Capt. Fried, who replied: "It's nothing, it's just what we sailors do for one another."

[BRITISH WIRELESS SERVICE.]

KING GEORGE'S TRIBUTE.

RUGBY, January 31st.

The gallantry displayed by Capt. Fried and the crew of the *President Roosevelt* in rescuing the crew of the British *Antioch* has aroused the greatest admiration here.

His Majesty King George, in a message to President Coolidge, says the heroism shown under such terrible conditions has greatly moved him, and adds: "In expressing my thankfulness and admiration for this splendid example of skill and gallantry, I know that I am only voicing the feelings of all British hearts." At the same time, we grieve at the loss of those men who nobly sacrificed their lives, and I would ask you to assure the bereaved families of my heartfelt sympathy."

PRESIDENT'S REPLY.

President Coolidge, in his reply, said: "The event is but another illustration of the heroism and gallantry which have characterized alike the mariners of the United States and Great Britain, and while regretting the occasion thereof, I rejoice that American sailors have been able to help those of Great Britain."

At Queenstown last night, the *President Roosevelt* was greeted, on arrival, by a crowd of many thousands and the Lord Mayor of Cork expressed to Capt. Fried the admiration felt by the people of the Irish Free State.

When the *President Roosevelt* reached Plymouth to-day, a great crowd lined the quays and sea-front. The Mayor of Plymouth, the Chairman of the Chamber of Commerce and representatives of many organisations were present. The Admiralty and the British Navy were represented by Capt. Goldsmith, of H.M.S. *Douglas*, and the Board of Trade by Capt. King.

In reply to congratulatory speeches expressing deep admiration and appreciation, Capt. Fried, on behalf of the officers and crew, insisted modestly that any other ship able to cope with such an emergency would have done the same as his vessel.

Capt. Goldsmith specially conveyed to Capt. Fried the Admiralty's warmest congratulations on his magnificent seamanship, which rendered possible the rescue of the crew of the *Antioch*, and of the great gallantry displayed by the officers and men concerned in the rescue. Sympathy in the loss of two of the crew of the *President Roosevelt* during this hazardous undertaking was also officially expressed.

In one of many newspaper tributes, the *Observer* says: "In the worst storm known in the Atlantic for a generation, two British vessels in extreme distress found gallant and unhesitating help—one a German and the other an American liner. Six members of one crew owe their rescue to the fine work of the *Bremen*. The crew of the *Antioch* were saved, thanks to the brilliant display of courage and seamanship of the captain and crew of the *President Roosevelt*. The indomitable spirit of Capt. Fried and his men, who stood by for three and a half exhausting days and left nothing unattempted until every soul had been taken off the *Antioch*, is something to be recorded among the most famous episodes of the sea and to be held, as it will be, in most grateful remembrance by the countrymen of the rescued crew."

[THROUGH REUTER'S AGENCY.]

A THRILLING NARRATIVE.

LONDON, January 31st.

A narrative rarely equalled outside the pages of Joseph Conrad's novels is told by Capt. Tose, the Master of the s.s. *Antioch*, whose account of the long series of almost superhuman efforts to keep his disabled, engineless and rudderless ship afloat during an apparently unending hurricane of unprecedented violence contain many poignant passages such as his signal to the *President Roosevelt*: "Wish to abandon but have not the means."

The *Antioch's* cargo of wheat in bulk, had virtually liquefied on the morning of January 23rd, causing a heavy list. The crew attempted the impossible task of standing on a sloping deck to replace the hatch tarpaulins which had been washed away. The crew were cheered on the night of January 24th, by the arrival of the *President Roosevelt*, which pumped out oil and thus lessened the pounding seas, but despondency set in when successive efforts by the *President Roosevelt* to establish contact failed, boat after boat being launched and upset and their crews being marvellously rescued.

A heavy fog obscured the view of the *President Roosevelt*, which disappeared for twenty hours and was again sighted on the 28th. The gale was still too fierce to operate the ship, the whole interior being flooded. The crew, without food or water, clung to the inclined decks and the *President Roosevelt* blinked: "Doing everything we can, but impossible to send boat in this sea." Capt. Tose replied: "Yes, we know. We are most grateful to you." Later, Capt. Tose mused that his ship was "listing more, heavily and shipping more water, whereupon the *President Roosevelt* manoeuvred but unsuccessfully. A trailing boat line was occasionally fired over the stern but broke. Finally on the 27th, the *Antioch* was in imminent danger of sinking when the boat was secured with difficulty and took off a dozen married men. Thereafter the weather moderated and the remainder left a few hours later.

[BRITISH WIRELESS SERVICE.]

PARLIAMENT.

TO BE OPENED BY KING IN PERSON.

RUGBY, February 1st.

Parliament will be opened to-morrow by the King in person. His Majesty, accompanied by the Queen, will drive in state to Westminster and will deliver the speech from the Throne, fore-shadowing the legislation contemplated by Government in the coming session. The scope of new legislation will be restricted, for it is well-known that Government desire to reserve as much parliamentary time as possible for consideration of any action that may be necessary when the report of the Coal Commission is presented. The text of the King's speech has been approved by the Cabinet; and the newspapers anticipate that economy, electricity and agriculture will probably prove to be the chief matters upon which legislation is promised.

COLOGNE ZONE FREE.

LAST OF ALLIED TROOPS HAVE LEFT.

RUGBY, January 31st.

The last Allied troops left the Cologne zone to-day, the evacuation being completed well within the time promised. Many German tributes have been paid to the correct manner in which the British troops have conducted themselves during the occupation and to the consideration and courtesy shown by them to the civilian population. The British flag was hauled down in Cologne yesterday.

The *Observer* to-day says: "We rejoice that the first zone is free. It is excellent testimony as far as it goes to the steady working of the Locarno policy."

"Sir Austen Chamberlain's visit to Paris has given further proof that Locarno is not forgotten and that its spirit is alive. In his speech to the *Amis de la France*, he insisted that the Franco-British entente is valuable to both peoples as an instrument for the reconstruction of the European family; it implies and requires a wider partnership into which Germany has now entered. The Germans have naturally reason to expect that a policy of co-operation, on which they have staked everything, shall not be stultified by failures on the part of other governments equally pledged. We do not think that it will be."

[THROUGH REUTER'S AGENCY.]

GERMAN REJOICING.

COLOGNE, February 1st.

The stroke of midnight on Sunday booming on the "Deutsche Glocke," a gigantic bell which has replaced the Kaiser Glocke which was sacrificed in war time, was the signal for an outburst of jubilation at the departure of the occupation troops. Rockets shrieked joyously skyward and torchlight processions were formed. The whole city was relieved, after 7 years' occupation, and surrendered to a spirit of revelry.

The chief feature of the speech of the Burgomaster was begun punctually on the stroke of midnight, before a vast concourse in the illuminated Cathedral Square.

The tolling of bells, the speeches of the Burgomaster and Prussian Premier and crowds singing "Deutschland Ueber Alles" were clearly heard throughout Germany owing to the elaborate broadcasting arrangements.

[BRITISH WIRELESS SERVICE.]

COBHAM IN BULAWAYO.

DARING FEAT AT VICTORIA FALLS.

RUGBY, February 1st.

The British airman, Captain Alan Cobham, who has now reached Bulawayo on his journey from London to Capetown to map out an air route, had a remarkable experience on proceeding there from Livingstonia. The *Daily Mail* says that desiring to photograph Victoria Falls he flew down the Zambezi George so close to the falls that his machine was deluged in spray and water entered the carburettor. After some critical moments, the spluttering engine began to pull again and freed itself of water and the stage was completed safely, the airman having obtained a unique film of the great waterfall. Captain Cobham has now completed without mishap 6,870 miles of his 8,000 miles' journey.

RUBBER REGULATIONS.

RUGBY, February 1st.

The Colonial Office announces that the percentage of the standard production of rubber which may be exported at the minimum rate of duty from Ceylon and Malaya, for the quarter beginning in February, will be 100 per cent.

[THROUGH REUTER'S AGENCY.]

MAHARAJAH OF INDORE.

VICEROY OF INDIA ORDERS AN INVESTIGATION.

MUMBAI BEGUN YENCHO.

DELHI, February 1st.

Lord Reading, the Viceroy of India, has decided to appoint a committee, consisting of two High Court Judges, two Ruling Princes and one Senior Officer of the Political Department, to investigate the alleged connection of the Maharajah of Indore with the attempted abduction of the dancer Mumtaz Begum and the murder of the merchant Bawla.

The procedure will be that of a case, wherein the question arises of depriving the Ruler of his powers—either temporarily or permanently.

The Maharajah has been informed of the Viceroy's decision.

[REUTER'S AMERICAN SERVICE.]

TRANS-ATLANTIC FLIGHT.

COMMANDER FRANCO ARRIVES AT PERNAMBUCO.

PERNAMBUCO, January 31st.

After the heavy seas had frustrated the first attempt, the Spanish aviator, Commander Franco, left on the *Fernando Noronha* at three in the afternoon and arrived at Pernambuco at 4.45.

[BRITISH WIRELESS SERVICE.]

BRITISH CONGRATULATIONS.

RUGBY, February 1st.

The Spanish airman, Commander Franco, who yesterday completed a flight across the Atlantic and arrived at Pernambuco, is warmly congratulated by the British Press. The seaplane left Palos, in Southern Spain, on January 22nd, the total flying time being 35 hours, 29 minutes. The Atlantic has now been crossed four times by aeroplane and thrice by airship. The United States airman, Lieutenant-Commander Read, was the first to accomplish the feat by aeroplane. He flew via Azores.

Two Portuguese airmen, stopping en route at Las Palmas St. Vincent, on St. Paul's Rock, where the original machine was destroyed, reached their destination, Pernambuco, in another machine. The only direct non-stop trans-Atlantic aeroplane flight was made by the late Sir John Alcock and Sir Arthur Whitten who flew from New Foundland to Ireland in 19 hours. Each of the airship flights, two by the British R33 and one by American airmen, flying a German machine, were made without stopping en route. The Spanish success celebrated to-day was undertaken under the auspices of the Spanish Government in a machine of German design built in Italy and engined with two British Napier Lion engines, each of which develops 450 H.P.

[THROUGH REUTER'S AGENCY.]

GERMANY AND ITALY.

FASCIST DIRECTORY SHOWS ITS DISAPPROVAL OF STUDENTS.

ROME, January 31st.

Official disapproval of the anti-German demonstrations by students is contained in an order issued by the Fascist Directory, forbidding Fascist students to participate on the ground that the Government does not need such manifestations to enable it to defend Italy's ease with dignity and firmness.

LOAN FOR LATVIA.

AGREEMENT FOR FLOTATION IN U.S.A.

RIGA, January 31st.

A preliminary agreement has been signed for the floating in America of a Latvian loan of ten million dollars at seven-and-a-half per cent. for the construction of new railways, harbour extensions and industrial grants. The loan is being issued through a group of American Banks, headed by the Guaranty Trust Company. The agreement provides for two further similar loans subsequent to, totalling thirty million dollars.

TENNIS IN FRANCE.

BOROTRA REGAINS COVERED COURT TITLE.

PARIS, January 31st.

Borotra has recaptured the French covered court championship, beating Lacoste by 6/8, 6/3, 6/3, 8/10, 8/6.

[REUTER'S AMERICAN SERVICE.]

GOLF IN FLORIDA.

St. Augustine, Fla., February 1st. In a golf match to-day, Compton and Massey defeated Macfarlane and Wilfred Reid by 6 and 5.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

DISMISSAL.

CHANG HUAN HSIANG IS REMOVED.

PEKING, February 1st.

A message from Changchun states that Chang Huan Hsiang was dismissed from the Tupsanship of the railway zone on January 30th. Defence Commissioner Chang Chun has been appointed to succeed him. The dismissal is attributed to pressure from the Soviet.

LARGEST WIRELESS CENTRE.

STATION THAT WILL CLEAR THE ETHER.

LONDON, January 2nd.

The largest wireless telegraphy station in the world, built to the order of the Government at Hilmorton, near Rugby, at a cost of some half million sterling, started working on January 1st.

Occupying an area of more than nine hundred acres, or twice the size of Hyde Park, the station, with its twelve 820 feet high aerial masts, constitutes an imposing landmark from the main line of the London, Midland and Scottish Railway, which passes close by.

Unlike the transmitting and receiving stations which the Post Office have had erected in different parts of the country for communicating with South Africa, Australia, India, and Canada, Rugby is not operating on the directional or "beam" system of wireless telegraphy, but on the broadcast system, its signals being sent out on a wave length of 18,000 metres.

Rugby was intended to provide radio-telegraphic communication between this country and all parts of the Empire and the world, and in this connection it seems to have succeeded, for the Chief Engineer in charge of the station told a Press representative that excellent reports had been received of the test transmissions carried out during the last two months from Australia, New Zealand, North and South America, Java, China, and Japan.

THE CALL SIGN.

The call sign of Rugby is GBR, and the power employed a thousand kilowatts, or some four hundred times that of the British Broadcasting Company's high-powered broadcast station at Langley. As yet only telegraphic communication has been arranged, but for some time past experiments have been conducted with a view to establishing an efficient telephonic service with the U.S.A. A telephone transmitter designed and made to the specifications of the Post Office engineers has been built by the Standard Cables Company (formerly the Western Electric) and trials with this are still in progress.

The great water-cooled transmitting valves used have been obtained from Standard Cables and Mullards, and tests are being made to see which of the two types is the better for the station's apparatus. In regard to the latter valves, it is understood that although they were made in Holland arrangements are being made by the manufacturing firm to have the same type built in Great Britain by British workmen in future.

AMPLIFICATION.

Each stage of the intermediate and power amplifiers consists of a bank of valves, the anodes of which are supplied by main high-tension generators. The grid circuit is excited by loose coupling with the output circuit of the previous stage, the latter being fed from the anodes of the valves. Two intermediate amplifying stages are provided. The first of these consists of either one or three glass valves of 800 watt dissipation. The second comprises three water-cooled valves of either the ten or twenty kilowatt type used on the power amplifier. For power amplification five power valve panels are provided, and these are equipped with valves of the water-cooled metal glass type, and with a high frequency output of 10 kilowatts. The maximum anode voltage is 10,000 volts, and the filament consumption 22.5 volts and 41 amperes.

The idea of an Empire Wireless Chain has been in existence for some years, but time and again attempts to bring it into reality have been held up and delayed. Now, however, stations are being built in almost all the Dominions and Colonies, and it will not be long before British people scattered throughout the world will be able actually to talk to one another although separated by thousands of miles.

HUGE OPIUM SEIZURE.

\$100,000 WORTH ON BRITISH SHIP.

The officers of the Straits Settlements preventive service made a huge seizure of non-Government opium on board the *Amboi*, when that vessel arrived at Singapore from Amoy on January 21st, a quantity valued at over \$100,000 being discovered.

Captain Pennefather, the master, was charged in the District Court before Mr. P. A. F. David and pleaded guilty, a fine of \$500 being imposed.

Mr. J. Listerman, of the Government Monopolies, made the discovery. Accompanied by the chief engineer he visited number 4 tank, and, removing the manhole, found 55 bundles, containing 16,860 fahls of opium.

WATCHED BY POLICE.

ALLEGED ROBBERS ARRESTED IN QUEEN'S ROAD HOUSE.

Four men, Lai Fo, Wan Chun, Yeung Kwai and Cheung Pui Sang, who are statted to have been frustrated by the police in an alleged attempt to commit a robbery at No. 213, Queen's Road East, on January 16th, appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon.

The first defendant was further charged with having in his possession gags and wire; and a dagger without a permit. The second defendant had a further charge preferred against him of having in his possession an iron bar with intent to use same for an unlawful purpose.

Detective Inspector T. Murphy stated that Chinese police officers lay in wait in a house in Queen's Road East and were later joined by two European officers. They saw all the defendants walk across the road and go into No. 213, Queen's Road. The police officers followed and arrested two of the men on the stairs. When searched, Lai Fo was found to have gags and wire in his possession, and a dagger. There were people living on the floor at the time. The second defendant had an iron bar concealed in his sleeve. The other two men were found in a room on the second floor. Yeung Kwai, the third defendant, was formerly employed by the complainant, who was a building contractor.

Complainant, giving evidence, said that Yeung Kwai had called at his house several times during the last six months since he had left his employ for the purpose of getting medicine. On January 16th there was in one safe \$30 or \$40 in money and about \$200 worth of jewellery; while in his daughter's safe there was about \$300 worth of jewellery. There was a shop at the entrance into the house, which was kept closed when he was out, and this was the only means of egress.

After hearing further evidence, His Worship adjourned the case.

A WOULD-BE POLICEMAN.

SENTENCED FOR BURGLARY.

A Chinese who kept a shop where crabs were picked and sold, applied some time ago to serve in the police force and his application was duly noted. His name has now been struck out and applied to the prison register, and his chances of becoming a policeman have vanished for ever.

During the week-end, a Chinese detective ran into him in the street, and seeing him wearing a new, expensive overcoat, searched him. Several pawn tickets were found in his possession, and he thereupon admitted that he had broken into a dentist's shop in Queen's Road Central, and had stolen some clothing. He then took the detective to a pawnshop where he had bartered the goods.

At the Central Magistracy yesterday, before Major C. Willson, he was sentenced to four months' hard labour.

RICKSHA MAN COMPENSATED.

MOTOR DRIVER WHO DID NOT STOP.

Early yesterday morning, a motor car collided with a ricksha in Queen's Road East. The ricksha coolie was injured, but the car did not stop. It was, however, traced by the Traffic Department, and before Mr. R. E. Lindsell at the Central Magistracy yesterday, the driver appeared on a charge of failing to report an accident.

He was fined \$100, with the alternative of six weeks' imprisonment. He was also ordered to pay \$40 compensation to the ricksha coolie.

ROBBERIES BY FOKIS.

A Chinese shopkeeper of 183, Reclamation Street, Yau-mati, reported to the police on Sunday, that one of his *foki* had absconded with \$9,050 in banknotes, which he had removed from the safe by means of a duplicate key.

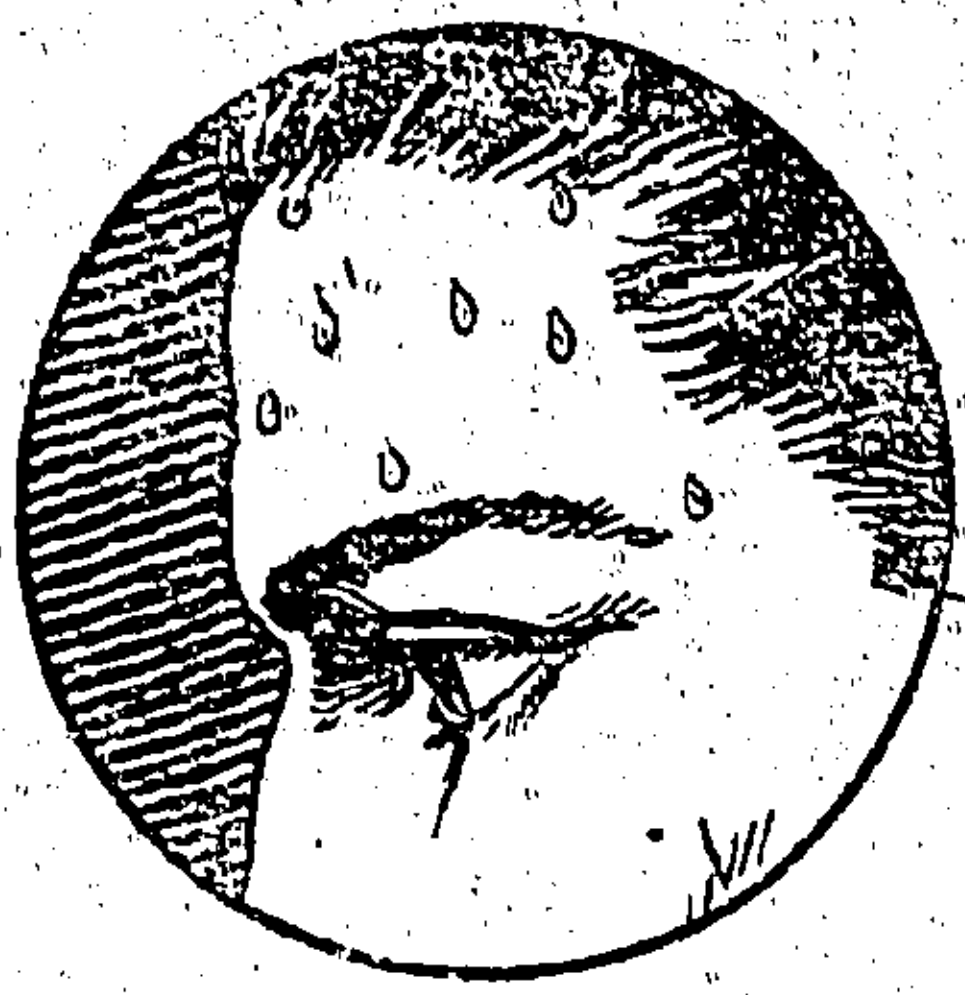
A Chinese travelling trader reported on Saturday that one of his men, who had collected \$145 from a stallholder at the Central Market, had absconded with the money.

WEATHER REPORT.

The Royal Observatory issued the following report at 8.20 p.m. yesterday: The anti-cyclone over China has weakened moderately. A strong to fresh monsoon may be expected along the S.E. coast of China, and over the North China Sea.

Local forecast: N.E. winds; fresh, cloudy.

The Asiatic Petroleum Co. (South China), Ltd., are circulating a Chinese calendar for which there is certain to be a large demand. It is a reproduction of one of the classics of Ming art, and is a lithographic triumph.



Excessive perspiration is a sign of weakness

Not, of course, the perspiration due to heavy exertion or heat, but the "Cold perspiration" and night sweats which accompany weakening diseases, such as Tuberculosis. These night sweats are not only a sign of weakness, but they also weaken the body. To conquer this weakness you should build up your forces right from the core by strengthening the body-cells with calcium, their vital constituent. Kalzana will do this for you.

Kalzana tablets contain calcium in a special chemical combination, which causes the calcium to be readily absorbed by the body and retained. The strengthening influence of Kalzana will be noticed even after a few days by a lessening of night sweats.

In Tuberculosis. The strengthening effect of Kalzana is of special importance in Tuberculosis. The fortified cells are more easily able to resist the attacks of the bacilli, while an excessive content of calcium in the organism causes calcium to be deposited in and around the infected places in the lungs, by which process the bacilli are "caged in" so that they can do no further harm.

Strengthen your body by strengthening its cells with

Kalzana

THE CALCIUM FOOD

Your doctor heals — Kalzana strengthens.

Made by the Manufacturers of Sanatogen and Formamin.
Sold at all chemists and stores.

Use Electricity for heating—
as it suits your purpose
and your pocket

The extent to which Electric Heat can be used with economy varies in different districts.

Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

ELECTRICITY is made from coal, often too poor in quality for any other use.

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was the food of the gods

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that of discerning mortals

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A.P.B.

THE RECENT STRIKE OF BRITISH SEAMEN.

ENORMOUS LOSSES OF SHIP OWNERS.

A CONCERTED ATTEMPT AT PARALYSIS.

Speaking at the annual meeting of the Orient Steam Navigation Company, Ltd., on December 10th, Sir Kenneth Anderson said but for the conservative policy pursued by the managers in the past it would have been difficult, if not impossible, to build up the fine fleet they now possessed, and for that reason, as well as to meet other contingencies, foreseen or unforeseen, they must continue to add to their resources. They were considering whether it would not be desirable to make the capital account reflect more accurately than it did the amount of money which the shareholders had at risk in the business, and the rate of return which they received upon that money. Whatever adjustment they might recommend in the capital account, they would not contemplate the capitalization of more than some portion of the reserves, though they were well represented by net assets which stood in the books at a safe value.

At the end of August a concerted and simultaneous attempt was made to paralyse British shipping in Australia, New Zealand, South Africa and the United Kingdom. In South Africa it collapsed at a relatively early date, and in the United Kingdom it was from the start a signal failure, although all the usual methods of violence and intimidation which the present state of the law countenanced were fully employed. In Australia and New Zealand, with some few exceptions, it succeeded in achieving an almost complete hold-up of British ships for three whole months. The men who struck, and in many cases whole crews, broke their articles by deserting or refusal of duty. For that reason the strike was doomed to failure from the start. It had inflicted enormous losses on the owners, thus diminishing the fund out of which wages were paid, and in so far as those losses were represented by the freight which the ships should have carried it had *pro tanto* gone to strengthen the position of our foreign competitors who were paying about half the wages current in British ships. It had brought discredit on the good faith of British seamen. It had inflicted a blow at trade unionism and the principle of collective bargaining, and it had also entailed much inconvenience and loss to producers, importers and exporters.

TROPICAL RAINFALL.

THE REGIONAL DISTRIBUTION.

Not only the average annual rainfall but the variations are to be taken into account in considering the fitness of tropical lands for development. Irregularity in the water supply may greatly lessen productivity. S. S. Visser points out in the *Geographical Review* that in the tropics the regional distribution ranges from 400 inches a year as maximum to next to nothing in arid deserts, and that in many sections the local variations are very marked. In the Hawaiian Islands the rainfall changes within a few miles from 25 inches to 90 inches. There are also great seasonal variations, and not only do some places have a wet season and a dry season but others may have two wet and two dry seasons. An instance of remarkable variation is found at Harvey Creek, Australia, where the total yearly rainfall is 105 inches, while only 15 inches of this occurs from June to October. It is estimated that between 20 deg. north latitude and 30 deg. south latitude the area having a monthly variability of more than 20 per cent. is three times the similar area in middle latitudes. Turning to populous centres, it is found that in seven out of 23 cities in middle latitudes the precipitation for the wettest year is less than twice that of the driest, while for eight it was just over twice. Four cities near the border of the low and middle latitudes—Hobart, Buenos Aires, Rome and San Francisco—have four times the rainfall in the maximum as in the minimum year. In low latitudes, out of 14 cities with an average of 30 inches or more, only Calcutta and Caracas have a maximum of only 24 times the minimum, and in Fortaleza, Brazil, the maximum is 6 times the minimum. If the average rainfall of 20 inches is taken, the fluctuation is even greater, varying from 6 times for Cairo to 47 times for Onslow, West Australia.

THE ECLIPSE.

AMERICAN ASTRONOMERS ON THEIR OBSERVATIONS.

GOOD CONDITIONS AND SATISFACTORY RESULTS.

The Harvard and Swarthmore College astronomical expeditions, which observed the total eclipse at Benecoolen on January 14th, arrived at Singapore last week, and Dr. J. A. Miller, head of the Swarthmore party, was cautious but optimistic as to the scientific results obtained when interviewed by a *Straits Times* representative.

During the last twenty days or so the little town of Benecoolen, on the west coast of Sumatra, has been the venue of a very distinguished scientific gathering which was notable for its international character. The Swarthmore and Harvard expeditions numbered eleven and four members respectively, the Dutch-German expedition seven, the British party six, and in addition there was one Australian astronomer and Captain Harris, an American photographer who has specialised in astronomical work in moving pictures. All these astronomers met around the same table in the Benecoolen Hotel every day, and the Dutch authorities lent a pretty touch to the international amenities by placing old Fort Marlborough, which was built by the British when they occupied Benecoolen, at the disposal of the British party. Incidentally, one of the leading British scientists was present, in the person of Professor F. W. Aston, of Cambridge University, who was awarded the Nobel Prize for physics two years ago. A party from the naval observatory of Washington, D.C., was also located some distance away, and there was another Dutch expedition just outside Palembang, but the latter had very bad luck, the sky being so cloudy at the critical time that they obtained practically no results.

SCIENTIFIC RESULT OBTAINED.

In a reference to the results obtained by the expedition, Dr. Miller said, "In a rough way we can look at our photographic plates when we get them, but exactly what the results are nobody can tell until those plates have been studied carefully and for a long time. This much can be said: that we took a great variety of pictures with cameras of different focal lengths, ranging from 63 feet to two feet. Each of those pictures had a special purpose, and so far as we can tell from casual observations of the plates we have got what we hoped to get on those pictures."

The weather conditions were very good; much better than we expected. I was not absolutely clear, there being just a thin haze during the period of totality, but it does not seem to have affected our pictures at all." Dr. Miller added that although the eclipse lasted two and a half hours the period of totality, lasting three minutes and ten seconds in this case, was the only period of the eclipse that interested the astronomer. "That is the only time when we can hope to find out things that we cannot get at any other time," he said.

PROBLEMS OF THE CORONA.

The two problems on which the Swarthmore expedition concentrated related to the corona and the Einstein theory. Explaining the problems of the corona, Dr. Miller said, "We want to know how it is distributed around the solar surface, and we want to know its composition—whether it is gaseous or made up of solid particles. Theoretically, we want to know how it happens to be there. The sun is an ordinary star, and if we could tell how the corona got there we would know more about the way in which stars are formed. We know this much about the structure of the corona—it is made up of very finely divided self-luminous solid particles, and in addition there are a lot of particles that are not luminous, and there are some gases. Every metal that has been found on the earth has been found on the sun, but there is one metal—which has been called coronium—that has never been found on the earth. We used to think that this was probably a new metal, but in the last few years we have come to the conclusion that it is a form of metal which we know, but which is under conditions different from any we have been able to reproduce on the earth. Various questions arise as to the motions of the particles in the corona, and these we can only try to answer at the time of an eclipse. There are two schools of thought: one holds that the sun is losing some of its mass, and the other that it is rather collecting than losing mass. If we could show that the material of these streamers in the corona is going out, never to return, it would strengthen the former theory. In fact, the question has already been answered provisionally, but we are doing the work all over again."

THE EINSTEIN THEORY.

The other problem that we attacked in our camp was a test of the Einstein Theory, and for that purpose we took four photographs with a special instrument called an Einstein camera of 15 feet focal length. Those plates may be much better or much worse than they seem now when we study them properly, but at present I can say that they seem satisfactory. It will require four or five months study to tell what the results of our test of the Einstein Theory are, but we have left the Einstein camera in Benecoolen, and we shall come back in June to take more photographs. The reason for that is that when we took these pictures the sun was in a certain field of stars. We shall wait until the sun has moved on, and then we shall photograph that field of stars again. (Continued on next column.)

RICH FINDS IN MONGOLIA.

RUSSIAN EXPEDITION.

MAKES FIRST TOPOGRAPHIC SURVEY.

Moscow, January 13th.—The Mongolian expedition of the Academy of Sciences, headed by Prof. Polinov, has for the first time made a topographic survey and a map of the mountainous part of Central Mongolia up to the river Djargadant. Excellent meadows of Alpine type have been discovered in this unpopulated district. Combustible slate, jaspers of all colours, and gypsum (plaster of Paris) have also been discovered.

At the request of the Mongolian Government, the expedition has investigated the source of the river Horu-Hu's vast areas of shifting sands, has discovered the cause of their formation, and has suggested to the Mongolian Government measures to cope with them.

The expedition has also investigated the Tuhum-Hor lake, of several square kilometres. This lake is famous for the near total absence of water. It is entirely covered by sodium sulphate, which is of industrial value.

The expedition has made a report on its work for the Mongolian Government and presented a part of the collected specimens to the Mongolian Museum. About 20 pounds of rocks, 15 pounds of soil sample, 10 cases of soil monoliths (vertical cuttings of the soil) and over 3,000 specimens of plants have been brought to Leningrad.

The Academy is planning 9 more expeditions in 1926 to various regions of Mongolia.—*Trans.*

MR. AH YAIN.

FIRST CHINESE TO BE A MINISTER IN INDIA.

Mr. Li Ah Yain, who has been appointed a Minister of the Government of Burma, is, as his name indicates, of the Chinese race, although born in Rangoon. He is the first man of Chinese descent to act as a Minister in the Indian Empire, and his success is due to his abilities, as much as to his moderation in public life. Called to the Bar by the Middle Temple in 1897, he has practised at the Rangoon Bar with marked success.

Mr. Ah Yain, whose name means "Mr. Plum, Friend of Learning," has been a member of the Burma Legislative Council since 1922, and has shared the leadership of the Progressive, or Independent, Party. He speaks English fluently. At official gatherings he wears Chinese official dress of the old "mandarin" type, but usually appears in European dress.

TOKYO-PARIS BY RAIL.

The Usami Railway Traffic Office has issued the following information regarding the Tokyo-Paris railway service:—One of the leading decisions of the international railway conference at Moscow of December last, was the arrangement of through passages between Tokyo and Paris.

It was named direct European-Asiatic passenger-luggage passage via Siberia. The passage will be without changing cars.

Route—Paris-Berlin-Hannover-Eiducun-Verbolovo-Kansas-Tonshiki-Moscow-Vladivostok—Chita-Habarovsk—Tsuruga by sea and then to Tokyo.

The route, Vladivostok-Tsuruga, with reference to through passages will be served, as agreed at the conference, by Soviet mercantile steamers.

The practical realization of the project of a Paris-Tokyo through passage begins about the middle of May.

If those stars have not changed their places at all in the meantime the Einstein Theory is not true; if they have changed their places it does not follow that the Einstein Theory is necessarily true, but it shows that there is something there to cause that difference in their places." Dr. Miller added that the Einstein Theory had been checked at two previous eclipses, the first occasion being at the Royal Observatory in England in 1920, and each time the results had favoured the theory.

As for the other expeditions at Benecoolen, Dr. Miller said he thought that they had all got what they set out to get. "In no eclipse can you hope to get a set of sensational results," he remarked. "All you do is to add a little knowledge to what you had before. But the conditions on this occasion were good, the solar surface was pretty active, and it ought to be a fairly significant eclipse."

Both American expeditions left by the President Polk, and it is probable that some of their members will be back again in 1926, when there will be another eclipse in Sumatra, the belt of totality on that occasion passing through Medan.

The largest camera used by the Swarthmore expedition had a focal length of 63 feet, giving a picture of the sun nearly eight inches in diameter, and in addition to the Einstein camera, six smaller cameras of focal lengths ranging from 30 inches to 11 feet were used, together with three spectrographs, interferometers, and other instruments.

The Swarthmore party were at Benecoolen from November 13th to January 19th, and Dr. Miller spoke with warm appreciation of the courtesy and consideration which the Dutch authorities extended to all the expeditions. The members were received as guests by the Dutch community in Benecoolen, and every possible facility was extended to them. They leave for America, not only with scientific results which promise to be of great interest and importance, but with very pleasant memories of the social side of their stay in Sumatra.

BETTER TRADE IN SIGHT.

VALUE OF A SPIRIT OF OPTIMISM.

PROMISE OF 1926.

A "reasonable optimism" for the future of shipping and of world-trade is expressed by many experts who contribute their views to a supplement to *Lloyd's List and Shipping Gazette*.

Colonel the Hon. Vernon Willey, president of the Federation of British Industries, says: "Admittedly, the coal, iron, steel, and shipbuilding trades are still in a very depressed state, but though the future may not wholly be rosy, it certainly holds many grounds for a reasonable amount of optimism. Nor should it be forgotten that in trade, as in every other form of activity, the psychological factor is an important one."

"Given the spirit of optimism, much can be done, and, as I have said before, pessimism is not only useless, but definitely harmful."

Colonel Willey concludes, "The future is in our hands. We start the year 1926 with many difficulties still to be overcome, but with a knowledge that the position is improving and that many of the most serious obstacles are behind us. Industry and trade need but the spirit of good will to carry them through to success."

RINGWORMS ON CHILD'S HEAD.

Had To Cut Hair. Itched Badly. Healed by Cuticura.

"My child was troubled with ringworms on the front of her head. I had to have her hair cut off for the trouble soon spread all over her head and itched badly. I could not take her in company because the breaking out looked so badly, and made her very irritable."

"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. We were so pleased with the results that we purchased more, which healed her." (Signed) Mrs. C. G. Holt, 5, Maiden Lane, Stamford, Lincoln, Eng.

Daily use of Cuticura Soap, with touches of Cuticura Ointment now and then, keeps the skin fresh, smooth and clear. Cuticura Talcum is also ideal for the skin.

Soap and Ointment sold throughout the world. For sample, each box contains a 10¢ bottle of Cuticura Soap and a 10¢ bottle of Cuticura Ointment. Also for sale, Cuticura Shaving Stick.

HOTEL PLAZA SHANGHAI.

Absolutely Fireproof

A Residence Hotel of the better class, catering to a discriminating public.

Perfect service and every convenience known to the highest-class Hotels.

Every room is a cool outside room, with private bath and modern plumbing.

TARIFF: AMERICAN PLAN
Single Mex. \$ 7.00 to \$10.00
Double \$12.00 to \$18.00
Monthly Rates from \$150.00 up

Excellent Grill and Ball Room in connection with the Hotel.

Personally managed by JACQUES KLASS.

TELEGRAMS: "PLAZA" SHANGHAI.
PLAZA Porters meet all Steamers and Trains.

You will feel As Different Again!

Are you feeling out-of-sorts? Is your appetite poor and your digestion disordered? Have you lost your energy, your interest and your bright, cheerful disposition?

If that is so, see what Beecham's Pills will do for you.

By taking this famous family remedy you will feel as different again!

It will put your digestive organs right. It will clear out of your system the waste and poisonous matter that has been allowed to accumulate. It will stimulate, invigorate and tone up your whole physical and nervous system.

BEECHAM'S PILLS

SHIPPING NEWS

ARRIVALS.

January 31st.
Benmacdhui, British str., 4,198 tons, Capt. J. Smith, from Takao, with a general cargo, lying at Kowloon Wharf—Gibb, Livingston & Co.
Calcutta Maru, Japanese str., 3,213 tons, Capt. J. Yamada, from Osaka and Pulupandan, with a general cargo, lying at buoy No. A26—N.Y.K.
Hakata Maru, Japanese str., 3,969 tons, Capt. G. Matsushita, from Shanghai, with a general cargo, lying at Kowloon Wharf—N.Y.K.
Kailash, British str., 1,578 tons, Capt. A. Tucker, from Singapore and Hoihow, with general cargo and unwood, lying at buoy No. B12—B. & S.
Sauvageur Maru, Japanese str., 2,447 tons, Capt. J. Hidaka, from Kobe and Karatsu, with a general cargo, lying at buoy No. A3—Nanyo Yusen Kaisha.
Teitoku Maru, Japanese str., 1,553 tons, Capt. H. Kimura, from Wakamatsu and Karatsu, with a cargo of coal, lying at buoy No. B31—M.B.K.
February 1st.
Komatsu Maru, Japanese str., 1,955 tons, Capt. T. Miyazawa, from Miike, with a cargo of coal, lying at buoy No. B34—M.B.K.
Jade, French str., 388 tons, Capt. P. Maternati, from Fort Bayard, with a general cargo, lying at buoy No. C39—Shun Cheong S.S. Co.
President Adams, American str., 6,200 tons, Capt. W. A. Rees, from Shanghai, she left Los Angeles on December 29th, with 800 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.
President Jackson, American str., 14,123 tons, Capt. John Griffith, from Seattle and Shanghai, with 1,890 tons of general cargo, lying at Kowloon Wharf—Admiral Oriental Line.
Poo Sang, Chinese str., 728 tons, Capt. Chan Kam, from Kwang Chow Wan, with a general cargo, lying at buoy No. C40—Teen Sing S.S. Co.
Selene, Dutch str., 2,274 tons, Capt. H. Velthuis, from Singapore, lying at A.P.C. Wharf—Asiatic Petroleum Co.
St. Albans, British str., 4,119 tons, Capt. G. L. Smith, from Moji, which port she left on January 27th, with a general cargo, lying at buoy No. A1—Mackinnon, Mackenzie & Co.
Sunning, British str., 1,470 tons, Capt. G. D. Mills, from Shanghai, with a general cargo, lying at buoy No. B12—B. & S.
Talamba, British str., 3,944 tons, Capt. J. A. Wright, from Calcutta via Rangoon, Penang and Singapore. She left Calcutta on January 14th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.
West Carmona, American str., 3,517 tons, Capt. W. D. Selmer, from San Francisco and Shanghai. The latter port she left on January 29th, with a general cargo, lying at Stonecutters—Struthers & Barry.

CLEARANCES.

February 1st.
Calcutta Maru, for Keelung.
Change, for Melbourne.
Hakata Maru, for Singapore.
Manila Maru, for Saigon.
New Mathilde, for Hoihow.
President Adams, for Manila.
President Jackson, for Manila.
Selene, for Shanghai.
Sinking, for Amoy.
West Prospect, for Singapore.

PASSENGERS.

ARRIVALS.

Per s.s. *St. Albans*, from Japan, on February 1st—Mr. and Mrs. S. E. Green, Mr. R. J. Dickinson, Mr. L. J. Nuzum, and Mr. H. Bateman.
 Per B.I. s.s. *Talamba*, on February 1st—Mr. and Mrs. M. L. Morrison, Mr. M. Morrison, Mr. G. O. Folson, Mr. A. F. Johnston, and Major A. S. B. Parsons.
 Per Admiral Oriental liner *President Jackson*, from Seattle via ports on February 1st—Mr. E. Almeida, Mr. and Mrs. G. A. Ballentine, Mr. A. F. Barma, Mrs. A. L. Barrera, Mr. G. H. Brooke, Mr. C. H. Bratt, Mr. H. J. Brennan, Mr. Allan Cameron, Mr. Ching Hung Hui, Mr. and Mrs. Chu Ching Ming, Mr. H. P. Crane, Mr. Chun Lung Kee, Mr. and Mrs. E. O. Cummings, Mr. and Mrs. A. Fanthorpe, Mr. L. Galt, Lt. E. C. S. Garwood, Mr. C. W. Hsu, Mrs. G. E. Huelan, Mr. Jos Kripplitz, Mr. Kwok Tei Wan, Mr. Lam Woo, Mr. Li Kook Leung, Mr. E. A. McCarthy, Dr. H. W. Miller, Mr. G. A. Moscovitz and son, Mr. and Mrs. John B. Mose, Mr. and Mrs. H. O'Dell, Mr. and Mrs. M. Park, Mr. A. B. Rickford, Miss D. Reed, Mr. S. Rumjahn, Mr. T. J. Riechley, Mr. P. C. Ryan, Mr. O. S. Beabow Rowe, Mr. L. L. Saunderson, Mr. and Mrs. Sai Kwon Chun, Mr. M. C. See, Mr. H. C. Steiner, Mr. J. F. Shields, Mr. L. C. Schipper, Mr. S. F. Tan, Mr. W. M. Tyler, Mr. R. E. Thorne, Mr. Tang Yui Chee, Mr. Tang Shee, Mr. and Mrs. F. D. Tracy and son, Miss M. Minning, Mr. H. Luk Yao, Mr. C. Y. Young, Mr. and Mrs. L. Yates, Judge W. D. Askren, and Mrs. Askren, Miss May Hope Ballard, Mr. Y. C. Ban, Mr. and Mrs. W. S. Brown, Mr. J. F. Bussey, Mrs. B. W. Chambers, Mr. and Mrs. Wm. E. Clow, Mr. and Mrs. Geo. U. Crocker, Mr. and Mrs. G. A. Davidson, Mr. C. E. Dewitt, Mr. H. E. Gibson, Judge B. E. Grosscup and Mrs. Grosscup, Mr. and Mrs. J. E. Haessner, Mr. and Mrs. Scott Henderson, Mr. A. D. Hileman, Hon. T. M. Kaley, Mr. E. Kuhn, Mr. and Mrs. Chas. J. Lynn, Miss E. Machado, Col. and Mrs. W. K. Naylor, Mr. H. G. Ozorio, Mr. E. Palmer, Mr. A. M. Paterno, Miss L. K. Rahan, Dean H. L. Russell, Mrs. Sanders, Mr. P. Santos, Miss M. M. Sarver, Mr. and Mrs. Carl D. Sabor, Mr. W. Smith, Mr. and Mrs. A. J. Swindle, Mrs. A. White, Mrs. C. T. Walters, and Mr. Russell F. Voelker.

Per Dollar Line s.s. *President Adams*, from New York via ports, on February 1st—Mr. and Mrs. W. T. Herbert, Mrs. E. B. Howard, Mr. H. Lock, Mrs. H. Lyons and son, Mr. and Mrs. P. H. Matthews, Miss E. Newton, Mr. B. S. Livingston, Miss E. Saffold, Mr. and Mrs. W. O. Richards, Mrs. J. Webster, Miss B. Baker, Mrs. J. R. Cooley, Mr. Chas. Cavanagh, Mr. H. Ross, Mr. Frank Ramsey, Mr. F. Stevens, Mr. J. S. Yankey, Mr. A. Popovich, Mr. E. Romick, Mr. and Mrs. John Bellion and son, Mr. E. Bowen, Mrs. W. Bellion, Mr. G. A. Bernard, Mrs. M. St. Keith, Miss Grace Musser, Miss Linda Musser, Miss E. Moore, Mr. and Mrs. G. P. Moir, Dr. H. M. McClanahan, Mrs. A. Snider, Mr. H. Swartz, Mr. S. C. Hunter, Miss S. Stone, Mrs. A. G. Cartwright, Miss J. Simpson, Rev. G. J. Slosser, Mrs. A. Kelly, Mr. J. Kelly, Dr. E. Holy Stevens, Miss O. Miller, Mr. and Mrs. C. M. Lamprey, Mr. and Mrs. A. A. Phelps, Mr. Edgar Gardiner, Miss A. Gardiner, Mr. E. Gardiner, Mr. O. Blanco Viel, Mr. A. Howard, Mr. G. A. Thompson, Mr. R. G. Stephens, Mrs. H. S. Duncombe, and Mr. and Mrs. J. B. Thomas.

HONGKONG SHIPPING.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 77, of which 40 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered thirteen, viz.—five British, one American, six Japanese and one Chinese. There was one arrival from a coast port. The departures over the same period came to six, including one vessel leaving for Swatow and one for Hoihow, with clearances one.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong 14,563 tons
 For ports beyond 32,310
 Total 46,873

(During previous 24 hours ended at 9 a.m. on Sunday.)

For Hongkong 14,526 tons
 For ports beyond 17,488
 Total 32,014

Of cargo entered for Hongkong, 3,719 tons were carried by British vessels. The heaviest entry was by a Japanese vessel with 4,303 tons of coal; while another vessel of the same nationality came second with 2,900 tons of general cargo with a British vessel third with 2,300 tons of general cargo. Deck passengers entered totalled 574, of which number the s.s. *Talamba* (British) brought 724 from Calcutta and Singapore and the s.s. *President Jackson* (American) 126 from Seattle and Shanghai.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under—The s.s. *Glenholme* (British) from Vladivostok and Shanghai with a nil entry for Hongkong, but 8,905 tons for ports beyond; the s.s. *Ben Macdhui* (British) from London and Takao with 840 tons of general cargo and 1,290 tons for ports beyond; the s.s. *Kailash* (British) from Singapore and Hoihow with 2,300 tons of general cargo and mail; the s.s. *St. Albans* (British) from Yokohama and Moji with 13 tons of general cargo and mail and 650 tons for ports beyond; the s.s. *Talamba* from Calcutta and Singapore with mail and 3,210 tons for ports beyond; the s.s. *President Jackson* (American) from Seattle and Shanghai with 1,100 tons of flour, 350 tons of bearings, 150 tons of cotton goods and 300 tons of general cargo and mail with 3,600 tons for Manila; the s.s. *Komatsu Maru* (Japanese) from Miike with 4,303 tons of coal; the s.s. *Sauvageur Maru* (Japanese) from Kobe and Karatsu with 360 tons of cement and mail and 3,969 tons for ports beyond; the s.s. *Calcutta Maru* (Japanese) from Osaka and Pulupandan (P. I.) with a nil entry for Hongkong, but 4,000 tons of general cargo for ports beyond; the s.s. *Teitoku Maru* (Japanese) from Wakamatsu and Karatsu with 2,900 tons of general cargo; the s.s. *Anakusa Maru* (Japanese) from Keelung and Swatow with 370 tons of general cargo and mail and 20 tons for ports beyond; the s.s. *Hakata Maru* (Japanese) from Yokohama and Shanghai with 307 tons of general cargo and mail and 5,075 tons for ports beyond and the s.s. *Poo Sang* (Chinese) from Kwang Chow Wan with 550 tons of general cargo.

Later arrivals, too late for entry in the above returns, included the s.s. *Sun Ning* (British) from Shanghai with general cargo and mail; the s.s. *Selene* (Dutch) from Singapore with general cargo; the s.s. *Siberia Maru* (Japanese) from the North with general cargo and mail from U.S.A., Honolulu, Japan and Shanghai and the s.s. *President Adams* (American) from the North with general cargo and mail from the same ports.

WITHIN CALL.

The following vessels are expected to be in wireless communication with Hongkong to-day:—*Angkor*, *President Pierce*, *Calcutta Maru*, *President Jackson*, *President Adams*, *Alaska Maru*, *Sakura Maru*, *Corby Castle*, *Poo Sang*, *Komatsu Maru*, *Honolulu Maru*, *Kanagawa Maru*, *Manila Maru*, *Asaka*, *Honolulu*, *Cherbon Maru*, *Kaikuir*, *Anhui*, *Siberia Maru*, *Hector*.

VESSELS IN DOCK.

The following vessels are in Dock:—*Kowloon Dock*, *Choong Shing*, *Ming Sang*, *Pasick*, *Sistan*, *Tangistan*, *Chip Shing*.
Tai Kok Dock, *Empress of Australia*, *Kwang Lee*, *Luchow*, *Kiangsu*, *Chenan*, *Kueichow*, *Linan*, *Fatahan*.
Cosmopolitan Dock, *Ling Nam*.
At Kowloon Bay, *Haitoong*, *L. Onawa*, *Edn On*.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

NEXT SAILING TO THE PACIFIC COAST.

THE

"EMPRESS OF RUSSIA"

WILL SAIL FROM

HONGKONG

1.00 a.m., Friday, February 5th, 1926.

Passenger Department: Tel. C. 752. Cables: GACANPAO.
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SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America: G.2405, G.2420, G.2440.

KAGA MARU Saturday, 20th Feb. at 11 a.m.
 IYO MARU Wednesday, 17th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KASIMA MARU Saturday, 13th Feb. at 11 a.m.
 HAKONE MARU Saturday, 27th Feb.
 SUWA MARU Saturday, 13th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 24th Feb. at 11 a.m.
 TONGA MARU Wednesday, 24th Mar.

NEW YORK and/or BOSTON via PANAMA.

TAKEITOYO MARU Saturday, 20th Feb.
 HAKODATE MARU Beginning of Mar.

BUENOS AIRES via Singapore, Darhan & Cape Town, Delagoa Bay & Algas Bay.

KAMAKURA MARU end of Feb.
 BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU Wednesday, 10th Feb.
 TOKUSHIMA MARU Monday, 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

KANAGAWA MARU Sunday, 31st Jan.
 NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Wednesday, 17th Feb.
 SHANGHAI, KOBE & YOKOHAMA.

TOBA MARU Tuesday, 8th Feb.
 FUSHIMI MARU Monday, 8th Feb.
 FUKUOKA MARU Tuesday, 9th Feb.
 HAKOZAKI MARU Monday, 22nd Feb.

NIPPON YUSEN KAISHA.

For further information, apply to—
 Telephone: Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.

SHIPPING NOTES.

Notice has been issued by the Bureau of Commerce and Industry at Manila to the effect that the rear concrete beacon which forms the range lights marking the entrance to Agusan River has collapsed, due to the overflowing of the Agusan and Bang rivers. This beacon will not be reconstructed in view of the constant changing of the channel caused by the currents of both rivers. Mariners are, therefore, advised to depend upon the only light remaining and to avail themselves of the service of a pilot at Ponto Island before entering the Agusan River. Another notice reads—The fixed light displayed from a white steel framed structure at Lucena has been permanently discontinued and the tower dismantled.

The Hongkong, Canton and Macao Steamship Company's s.s. *Kiushan* was fired at by river pickets while she was anchored in the stream at Canton on Saturday evening. It appears that the pickets were endeavouring to intercept sampans with fish. The woodwork of the *Kiushan* shows marks of where the bullets struck, apparently after missing the sampans, which broke through the strikers' cordon. There were no casualties.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

STRAITS & CALCUTTA	"NAMSANG"	Wednesday	3rd Feb. at 3 p.m.
TSINGTAU via SHANGHAI	"YATSHING"	Thursday	4th Feb. at 7 a.m.
KOBE via MOJI	"YUENSANG"	Thursday	4th Feb. at Noon
THIENTSIN via CHEFOO	"CHEONGSHING"	Friday	5th Feb. at Noon
BANGKOK	"CHAKSANG"	Tuesday	9th Feb. at Noon
HAIPHONG via HOIHOW	"LEESANG"	Wednesday	10th Feb. at Noon
KOBE via SHANGHAI	"BOJANG"	Wednesday	10th Feb. at 4 p.m.
SANDAKAN	"HINSANG"	Friday	13th Feb. at 3 p.m.
STRAITS & CALCUTTA	"KUNSANG"	Saturday	13th Feb. at 3 p.m.
KOBE via MOJI	"LAIJANG"	Tuesday	16th Feb. at 7 a.m.
KOBE via MOJI	"SUISANG"	Friday	19th Feb. at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.,
 GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.S.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENOCLE"	10th Feb.
"GLENAM Y"	23rd
"GLEN GARRY"	4th Mar.
"GLEN SHANE"	23rd
"GLEN APP"	1st Apr.
"CARMARTHENSIRE"	15th

HOMEWARDS.

Vessel	Leaves Hongkong
"PEMBROKESHIRE"	18th Feb.
"GLENIFFER"	5th Mar.
"GLENAMMOY"	6th Apr.
"GLEN SHANE"	4th May

Movements are subject to change without notice.

For Freight or further particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
 THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3566.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD
 ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE
 SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JACKSON"	Feb. 9th
"PRESIDENT McKINLEY"	Feb. 21st
"PRESIDENT JEFFERSON"	Mar. 5th

TO EUROPE—2120—2112—2110

FOR MANILA

"PRESIDENT McKINLEY"	Feb. 13th
"PRESIDENT JEFFERSON"	Feb. 25th

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Line to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK. For Passages and Freight Booking apply to—

ADMIRAL ORIENTAL LINE, Managing Operators for UNITED STATES SHIPPING BOARD, HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG.

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

M.S. "SUMATRA"	Will leave on or about
For Shanghai and Japan Ports	2nd February.
M.S. "AGRA"	4th January.

For further particulars, please apply to—

GILMAN & CO., LTD.

Agents.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The S/S. "KINA"

will be loading for VALENCIA, ROTTERDAM, AMSTERDAM.

HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 26th February, 1926

Further Sailings	Expected on or about	Will leave homeward bound on or about
M/S. "Tongking"	2nd February	
M/S. "Danmark"	17th February	24th March
M/S. "Arabien"	20th February	
M/S. "Asia"	18th March	
M/S. "Java"	20th April	

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF RANGOON" ... via Suez Canal ... 16th February

**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**

S.S. "COMERIO" ... via Suez Canal ... 27th February

**UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE**
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" ... 22nd February
For MARSEILLES, HAVRE, LONDON & ROTTERDAM.

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
"B" 1st Class £30. 2nd Class £18.

**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

Loading for Mauritius, Delagoa Bay, Durban, East London, Agou Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Fort Amelia, Mozambique, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Tloeritz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON - NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "OANPA" ... via Suez Canal ... 7th Feb. 1926.
S.S. "CITY OF RANGOON" ... via Suez Canal ... 16th Feb. "
S.S. "CITY OF CHRISTIANIA" ... via Suez Canal ... 26th Feb. "
S.S. "COMPANION" ... via Suez Canal ... 7th Mar. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "EASTERN PRINCE" ... 26th Feb. 1926.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.

Telephone: Central 2165.
Telegrams: Furnprice.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING DRUG GROCERIES.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).
**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ALIPPORE"	5,273	2nd Feb. 4 p.m.	Singapore & Bombay.
"DELTA"	5,087	4th Feb. Noon	Spore, Penang, Colombo, and B'bay.
"KALWA"	10,941	6th Feb.	Marseilles and London.
"KARMAPORE"	9,715	16th Feb.	Singapore, Penang, Colombo & Bombay.
"KARMAPORE"	9,089	20th Feb.	Marseilles, London, Antwerp & Hull.
"NAGPORE"	5,283	2nd Mar.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,903	6th Mar.	Marseilles and London.
"KASHMIR"	9,985	10th Mar.	Mars., L'don., Antwerp, and Hamburg.
"KHIVA"	9,135	13th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,913	3rd Apr.	Marseilles and London.
"DELTA"	5,097	15th Apr.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	5,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London and Antwerp.
"MALWA"	9,941	29th May	Marseilles and London.
"KHYBER"	9,114	12th June	Marseilles, London & Antwerp.
"MANTUA"	10,992	26th June	Marseilles and London.
"DELTA"	5,097	7th July	Singapore, Penang, Colombo & Bombay.
"KARMAPORE"	9,123	10th July	Marseilles, London and Antwerp.
"BANPURA"	15,585	24th July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHA"	8,501	10th Feb.	Singapore, Penang and Calcutta.
"TILAWA"	10,005	18th Feb.	do.
"TALAMBA"	8,018	26th Feb.	do.
"TALMA"	10,000	10th Mar.	do.
"SEIBALA"	7,841	17th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Feb. 10 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"TANDA"	8,968	3rd Mar.	do.
"ARAFURA"	6,000	7th Apr.	do.
"ST. ALBANS"	4,500	5th May	do.
"TANDA"	8,968	22nd June	do.
"ARAFURA"	6,000	7th July	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolanougan, Tawao, Timor, Durian, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	3rd Feb. 6.30 a.m.	Amoy, S'hai, Yokohama, Kobe & Osaka.
"KASHMIR"	9,985	5th Feb. 6 a.m.	Shanghai and Kobe.
"MANTUA"	10,903	5th Feb. Noon	Shanghai, Moji and Kobe.
"TANDA"	8,968	8th Feb.	Moji, Kobe and Yokohama.
"TALMA"	10,000	16th Feb.	Kobe.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji and Kobe.
"SEIBALA"	7,841	23rd Feb.	Kobe.
"MOREA"	10,911	6th Mar.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	12th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	12th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	5,155	20th Mar.	do.
"DELTA"	5,097	20th Mar.	Shanghai & Kobe.
"MACEDONIA"	11,089	2nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	16th Apr.	do.
"KHYBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	8,968	6th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,903	26th May	do.
"KARMAPORE"	9,089	11th June	Shanghai & Kobe.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.
"KASHMIR"	9,985	25th June	Shanghai, Moji & Kobe.
"BANPURA"	15,585	9th July	Shanghai only.
"MACEDONIA"	11,089	22nd July	Shanghai Moji & Kobe.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with laundries.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, alcoves and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Tuesday, 2nd Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Peking Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG," and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

AMOY & SHANGHAI	"SINKIANG"	On	2nd Feb.	D.L.
SWATOW & SHANGHAI	"SUIYANG"	On	3rd Feb.	11 a.m.
WEIHAIWEI, CHEFOO	"LUOHOW"	On	3rd Feb.	4 p.m.
& TIENTSIN	"SUNNING"	On	4th Feb.	4 p.m.
SHANGHAI	"TAIKOOWANYI"	On	6th Feb.	Noon
BALIN PAPAN & SOURABAYA	"YINGCHOW"	On	6th Feb.	4 p.m.
SHANGHAI & TSINGTAO	"KALANG"	On	6th Feb.	5 p.m.
AMOY & SINGAPORE	"NANCHANG"	On	7th Feb.	D.L.
ILIOILO	"LINAN"	On	7th Feb.	4 p.m.
SHANGHAI	"KIUNGCHOW"	On	8th Feb.	4 p.m.
BANGKOK	"SZSOHUN"	On	9th Feb.	Noon
AMOY & SHANGHAI				

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 3d. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.

S.S. "CHANGTE"

This Vessel will sail hence on 2nd February, Noon.

MANILA, ILOILO, THURSDAY ISLAND

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TARKELIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailings subject to Alteration.)

For Freight and Passage, apply to— **BUTTERFIELD & SWIRE.**
Telephone: Central 35. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE" ... Sails 10th Feb.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	...	Sails 10th Feb.
S.S. "ROSANDRA"	...	Sails 11th Mar.
S.S. "FIUME-L"	...	Sails 11th April

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA"	...	Sails 15th Mar.
S.S. "ROSANDRA"	...	Sails 12th April
S.S. "FIUME-L"	...	Sails 13th May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st Mar.

S.S. "UMSINGA" ... Sails from Colombo, 12th April

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1030. Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
FONTAINE BLEAU ... B & A			2nd Feb. 1926.
DARTAGNAN ... A			16th Feb. "
ANGKOR ... B	1st Jan. 1926	2nd Feb. 1926	2nd Mar. "
PORTHOS ... A	15th Jan. "	17th Feb. "	16th Mar. "
ANDRE LEBON ... A	29th Jan. "	3rd Mar. "	30th Mar. "
PAUL LEON ... A	12th Feb. "	17th Mar. "	13th Apr. "
AMBOISE ... B	26th Feb. "	31st Mar. "	27th Apr. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

A Cabin (1st Class) ... 2 25. 0d. 0d. B Cabin (1st Class) ... 2 32. 0d. 0d.

STATEROOMS 2nd ... 2 48. 0d. 0d. ... 2 60. 0d. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats)

S.S. ... loading for HAVRE, ANTWERP

& DUNKERQUE

S.S. "MIN" from DUNKERQUE, LONDON & HAVRE is due to arrive on the 2nd February, 1926.

Sailings subject to alteration without notice.

For full Particulars, apply to— **MESSAGERIES MARITIMES CO.**

Telephone: Central 740. 3, COUES'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

POST OFFICE NOTICE

NOTICE

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G.P.O. and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of the Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Firms or persons, who have placed standing orders with the Radio Telegraph Office for advices of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, are requested to send revised lists of vessels of which they are the owners, or agents, to the Office in Charge as early as possible.

RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1925 should be registered at the Radio Telegraph Office, 3rd floor, Government Building, without delay. Forms may be obtained on application.

Radio Traffic with Canton and Swatow is suspended until further notice.

Intercept Radio Telegrams are subject to delay.

Messages in Code must have name of Code used included in text.

Datable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Sup Ning	1st Feb.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Siberia Maru	2nd Feb.
AMOI	Fan Choon	2nd Feb.
EUROPE via NEGATAM (Papers only, London, 31st Dec, 1925)	Glenfalloch	2nd Feb.
SHANGHAI	Fontainebleau	2nd Feb.
SHANGHAI	Yangchow	2nd Feb.
SAIGON	Angkor	3rd Feb.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Prin. Pierce	4th Feb.
SAIGON	Kashima Maru	4th Feb.
AUSTRALIA AND MANILA	Tanda	5th Feb.
EUROPE via Suez letters & papers London, 7th Jan. 1925 Parcels 31st Dec. 1925	Manila	5th Feb.

OUTWARD MAILS.

FOR	PER	DATE
Manila, Australia and New Zealand via Thursday Island—due Thursday 1st, 14th Feb.	Change	Tuesday, 2nd, 9.45 A.M.
Swatow, Amoy and Foochow	Hutchins	Letters 10.30 A.M.
Java via Batavia	Samarang Maru	Noon 1.30 P.M.
Sagon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 5th March.	Fontainebleau	1.45 P.M.
Straits & Bombay	Alipora	2.00 P.M.
Manila	C. L. per Y. Lopez	3.30 P.M.
Japan	Fuetsu Maru	3.30 P.M.
Formosa	Sekou Maru	5.00 P.M.
Amoy	Talamba	5.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday 1st, 14th Feb.	St. Albans	5.00 P.M.
Swatow	Sutying	9.30 A.M.
Straits and Calcutta	Namsang	Parcels 3rd, Noon
Shanghai & EUROPE via Siberia (letters & postcards specially super-scribed "via Siberia" only)	Angkor	Letters 2.30 P.M.
Wai Hai Wei	Luchow	2.30 P.M.
Hobow, Pakhoi and Haiphong	Amakusa Maru	Thursday, 4th 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa	Della	10.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 22nd Feb.	Emp. of Russia	Parcels 3.00 P.M.
Amoy	Tjilicoong	Letters 5.00 P.M.
		Friday, 5th, 10.30 A.M.

* Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

February 1st, 1926.

ON LONDON.—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 1/2
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/5 7/16
Documentary Bills, 4 months' sight	2/5 9/16
ON HANKOW.—	
Bank Bills, on demand	1/25
Credits, 4 months' sight	1/25
ON NEW YORK.—	
Bank Bills, on demand	87 1/2
Credits, at 30 days' sight	89 1/2
ON SOERABAYA.—	
Telegraphic Transfer	156 1/2
Bank Bills, on demand	156 1/2
ON CALCUTTA.—	
Telegraphic Transfer	156 1/2
Bank Bills, on demand	156 1/2
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	127 1/2
ON MANILA.—On demand	115 1/2
ON SINGAPORE.—On demand	101
ON BATAVIA.—On demand	142
ON HAIKOW.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	73 1/2
Sovereigns, Bank's Buying rate	\$2.24
Gold Loan, 100 fine, per cent	\$2.24
BANK SILVER, per oz.	\$0.15/18

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds:	
Sterling	\$4,300,000
Silver	\$28,500,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:
J. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bernard, Esq. Hon. Mr. A. O. Lang.
W. H. Bell, Esq. W. L. Patterson, Esq.
A. H. Compton, Esq. J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak T. G. Weill, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£24,000,000
Reserve Liability of Proprietors	£23,000,000

Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 16th, 1925. [30]

BANQUE DE L'INDO-CHINE.

Head Office:

Subscribed Capital	Fr. 75,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Fund	Fr. 62,667,283.54

BRANCHES:
Bangkok, Hanoi, Pondicherry, Battambang, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Foom-Poh, Yunnan.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.
Hongkong, 20th March, 1924. [39]

THE MERCHANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,300,000

BRANCHES:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Galle, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Simla, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malay Peninsula).

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.
7, Queen's Road Central, Hongkong, April 17th, 1925. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

74, Rue St. Lazare, Paris.

Capital	Fr. 20,000,000
Reserves	Fr. 11,160,000
Special Working Capital	Fr. 50,000,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

BRANCHES:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, London: Midland Bank, Ltd. New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.
A. BOLLIN,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 45,000,000

Capital (Paid-up) ... Yen 28,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Formosa:—Gilan, Kagi, Karento, Keelung, Maikang, Nantow, Shichiku, Paichu, Tainan, Pakao, Tamsui, Toyen, Aiko, Pinau, CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OTHERS: Hongkong, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARIBANK.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager.
HONGKONG BRANCH,
2, Des Voeux Road, Central,
Hongkong, 1st Decemb. 1925. [27]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

AUTHORIZED CAPITAL ... £1,200,000

PAID UP CAPITAL ... £1,078,000

SILVER RESERVE FUND ... \$ 700,000

BRANCHES:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all principal cities of the World.

London Bankers—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Deposit Boxes to let.
LOOK POONG SHAN,
Chief Manager.

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.
With Index. Price—\$7.50.
On sale at the Hongkong Daily Press Office.

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL ... \$60,000,000.00

PAID-UP CAPITAL ... 13,760,300.00

RESERVE FUND ... 9,864,358.69

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for domestic exchange.

TSUYEE PEI,
Manager.
HONGKONG, January 16th, 1926. [33]

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital ... Guilder 150,000,000

Paid-up Capital ... 80,000,000

Reserve Fund ... 20,538,861

Special Reserves ... 22,660,000

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandone, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap, and Weltevreden.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.
Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.
M. J. HERBSCHLER,
Agent.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"EUMAEUS" 9th Feb. Mars., Udon, Rotterdam, Hamburg & Dunkirk
"AUTOMEDON" 23rd Feb. Marseilles, London, Rotterdam & Hamburg.
"HECTOR" 3rd Mar. Marseilles, London, Rotterdam & Glasgow.
"PERSEUS" 9th Mar. Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"LAOMEDON" 5th Feb. Genoa, Havre, Liverpool & Glasgow.
"ANTIOCHUS" 20th Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"PRELUS" 5th Mar. Genoa, Havre, Liverpool & Glasgow.
"TELEMACHUS" 20th Mar. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"TYNDAROS" 17th Feb. Victoria, Vancouver & Seattle.
"PROTESILAUS" 17th Mar. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"OANFA" 7th Feb. Boston, New York & Baltimore.
"KT. COMPANION" 7th Mar. Boston, New York & Baltimore.

PASSENGER SERVICE.

"HECTOR" Noon 5th Feb. Shanghai.
"HECTOR" 2nd Mar. Singapore, Marseilles & London.
"BARBEDON" 7th April Singapore, Marseilles & London.
"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.
"HECTOR" 14th July. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—
Butterfield & Swire,
Agents.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

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